"TripleX" — the safety glass

THE SPHERE

Vol. CLXV No. 2155 — WITH WHICH IS INCORPORATED THE GRAPHIC — MAY 10 1941

EVERY PHASE OF THE WAR ACCURATELY PICTURED AND DESCRIBED

* MACVITA * MACVITA * MACVITA * MACVITA * MACVITA * MACVITA * MACVITA *

MACVITA * MACVITA

MACVITA * MACVITA

MACVITA

Delicious with butter, preserves or cheese but equally satisfying without. The best of English wheat—*at its best.*

•

Made only by McVitie & Price

* MACVITA * MACVITA * MACVITA * MACVITA * MACVITA * MACVITA * MACVITA *

For HEADACHE & NEURALGIA

1/5 & 3/5 IN TABLET OR POWDER FORM

Cephos (Pronounced See-fos) REG. THE PHYSICIANS' REMEDY is safe and certain

By Appointment

Cerebos Salt

THE SALT OF HOSPITALITY

THE ARISTOCRAT OF LIQUEURS

Drambuie

THE DRAMBUIE LIQUEUR CO., 12, YORK PLACE, EDINBURGH

When you are dining out ask for Drambuie. You will enjoy its exquisite flavour and intriguing bouquet.

PRE-WAR QUALITY

PRE-WAR PRICE

THE DOCTOR'S CEYLON TEA

3/- PER LB.

2 oz. of The Doctor's Ceylon Tea goes much further than 2 oz. of ordinary tea

Grant's Scotch Whisky

"FAMOUS FOR HALF A CENTURY"

ALL CLASSES OF INSURANCE TRANSACTED

UNITED BRITISH INSURANCE COMPANY Ltd.

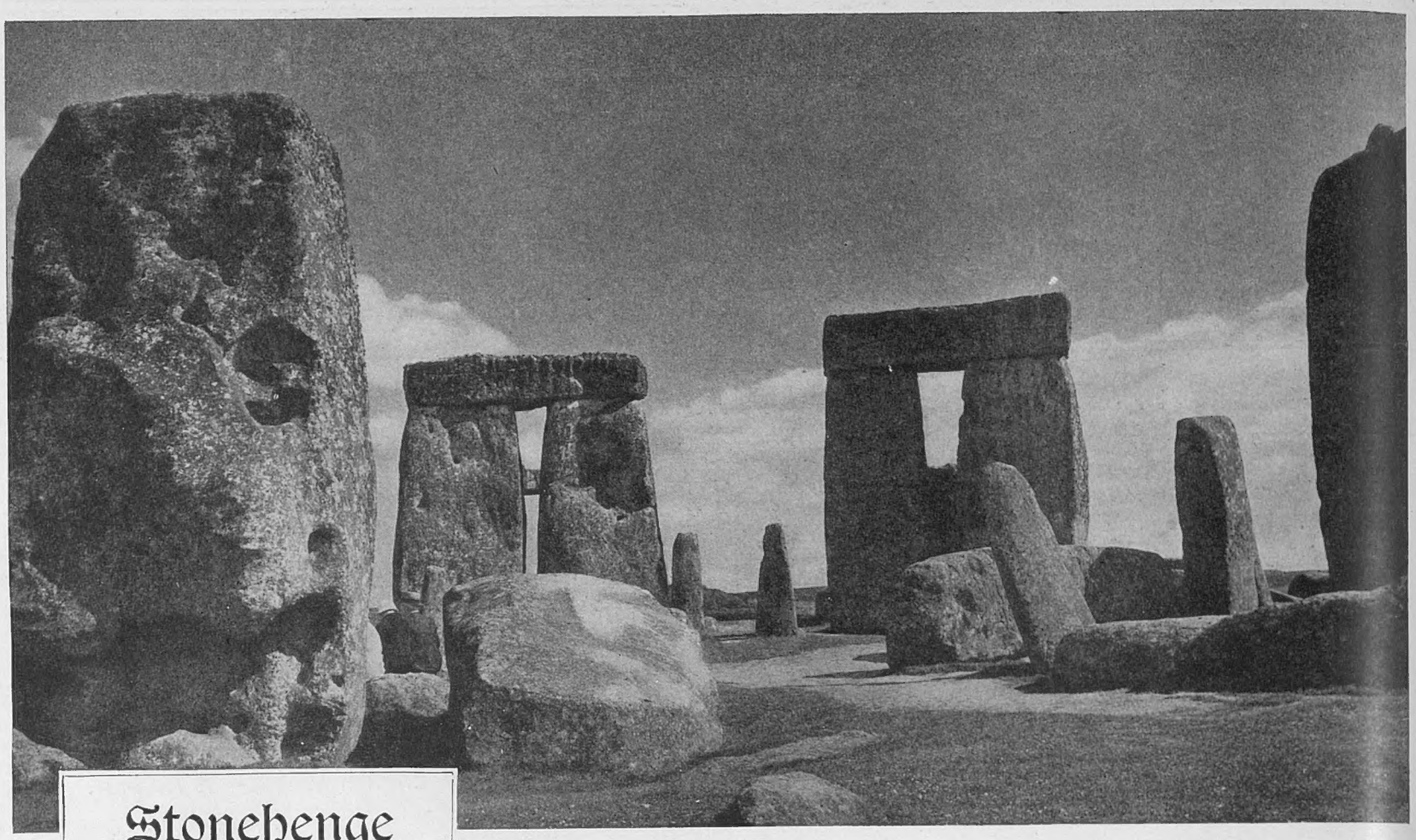
BYRON HOUSE, 7/9, ST. JAMES'S STREET, LONDON, S.W.1

PRICE ONE SHILLING AND THREEPENCE

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM

Office: Commonwealth House, 1, New Oxford Street, London, W.C.1

For Conditions of Sale and Supply of The Sphere see bottom of last page of text



Stonehenge

Henry of Huntington (1154) *cited Stonehenge as the second wonder of the four wonders of England, and various theories have been advanced to explain its origin.*

The popular view is that it was built about 2000/1700 *B.C. as a Druidical Temple to the Sun.*

Originally circular in formation (a part of the circle still exists), some of the stones are syenite, which does not occur locally, and are believed to have been brought from Wales, a distance of about 180 *miles. The larger stones weigh from twenty to forty tons.*

The Hele Stone, the middle trilithon and the altar stone are in line with the first rays of the rising sun on the longest day each summer.

Whatever the purpose of this ancient pile, it affords striking proof to-day of its strength and endurance.

Symbols of Endurance

For over half a century, Avon has used a representation of Stonehenge as its trade mark, symbolic of the strength and endurance built into every product which bears its name.

Because other demands of greater urgency must be met first, Avon regrets that there is some delay in meeting normal requirements of tyres and general rubber goods.

But when happier times return, Avon will again devote all its resources and energy to your service. Meantime, its endeavour is to help to meet the demands of war, to maintain the highest standard of quality, and to continue vital research and development work.

AVON
THE ARISTOCRAT OF TYRES

THE AVON INDIA RUBBER CO. LTD. (ESTD. 1885), MELKSHAM, WILTS.

Volume CLXV No. 2155

The SPHERE, London, May 10, 1941

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

London, May 10, 1941

THE WAR SPREADS TO THE KIRKUK OIL-FIELDS: WHENCE RUNS THE PIPE-LINE FROM THE IRAQ OIL-PRODUCING CENTRE TO HAIFA ON THE MEDITERRANEAN.

It is for Control of These Oil Wells That Fighting is Now Taking Place

At Kirkuk and Mosul (which is near to the former) are British oil wells which are connected to the port of Haifa. Lying as they do to the rear of Turkey, these wells are greatly coveted by Germany, who has instigated Rashid Ali, the new Iraqian Dictator, to take action against our forces in defiance of all treaty obligations. If proof were needed of Hitler's intentions with regard to Iraq and Iran, the two largest oil-producers in the Middle East, it is furnished by this latest intrigue. But Britain has no intention of abandoning her rights; and the struggle now proceeding in Iraq shows how determined the Government are to retain our hold on the oil wells which Hitler needs so badly. This overhead view shows the nature of the country around Kirkuk and one of the many oil wells in that district. Further pictures of this region are reproduced on pp. 164-65 of the present issue

Postage—Inland, 2d.; Canada and Newfoundland, 1½d.; Elsewhere Abroad, 2d.

A WAR NEWSLETTER —No. 88

1, NEW OXFORD STREET, W.C.1.

To My Readers.—Occasionally, I pause to collect together some of the requests and queries of THE SPHERE readers who write to me, and I try to return thanks to them in bulk and a mass answer to some of their questions or criticisms which, alas! I have no longer the time to answer individually. I note a request from a reader in S.W. Africa, who receives his SPHERE months after its publication date, asking me for more clear and precise explanations of "burning topics" which Londoners discussed and forgot months ago, and which, perfectly familiar in England in March, were all Greek to S.W. Africa in May. It is a just criticism which I will try to remember. I return thanks to another reader from Birmingham who sent me news of the present state of Bishop Gore's statue outside the Cathedral. I thank a reader who gave me some tips about how to destroy marauding jays; I have taken note of a reader's views on Sunday-night postscripts; on the blindness and lazy-mindedness of Democracy until "the trouble begins"; of a reader's search for some recently discovered letters of Byron; of a British Columbia reader's opinion of J. B. Priestley; and of a Scottish reader's researches into the identity of Sir Morgan O'Doherty. And I offer my thanks to other readers who have written to me about gardens, and old London churches, and rainfall statistics in Ireland, and Victorian murder trials. A mixed bag—which should have been sorted out and docketed long ago. But the mailbag shows at least (a welcome testimony) that there are still other things than war to occupy the minds of some Britons. Sanity lies there.

Anzac Laurels.—To speak of Anzac laurels is not to forget the laurels on the colours of regiments from the Old Country, nor the imperishable glory of Britain's Navy and Airmen. But the thought came to me of that epic of a generation, in the course of which the New World laid its fresh green bays on the altars imperishably green with the glory of the Old World. If the day of the epic poem be not dead, will there one day arise an Australasian poet to tell that story, as it should be told, in noble verse? The story of Suvla, of Palestine, of Libya, of Greece, and of how, in those world-renowned sanctuaries of the greatness and glory of dead civilisations, men of the new world emulated and surpassed those deeds, and mingled their laurels with the chaplets that for ever adorn the high altars of civilisation's temples and ideals. There is comfort in the thought, even while that epic is still unwritten. Man in his march onwards, he knows not whither, for ever flounders in the mire, for ever slips back, is for ever losing his way in the dark forest of the years; but the light of courage—sheer physical pluck and selflessness and determination not to yield—never deserts him, and if his wisdom be often called in question, and his political sense seem sometimes myopic, the glory of his spirit goes marching on to new and grander heights.

"Say Not the Struggle . . . ."—Out of curiosity, I looked back over the files of "War Newsletters," to find out how often I had quoted from Clough's "Say Not the Struggle," two stanzas of which Mr. Churchill used so tellingly in the last (and best) of his great speeches. I am sorry to say I found six citations from it since September, 1939. But I excuse myself; for those sixteen lines of poetry possess in wartime and times of trouble all the attributes of the Psalms. There is in them a line utterly "pat" for every mood of every hour and for every possible situation. I dare say Clough would have been dumbfounded if he had been told in 1860 that eighty years on his little poem would have all the virtue (and all the publicity of Holy Writ in hope and in comfort for his country in a death struggle. *Ergo*, he would have been less surprised than I was to read in a great daily that his poem was the work of a poet named A. H. Gough! Such is fame! It comes unexpected by him who earns it. It is curiously partial when it does come. I have yet to meet the Gray's "Elegy" or the "Lepanto" which "every schoolboy" in Fleet Street and the Fourth Form-room knows. In the case of Clough's poem, the stanzas quoted by the Premier did indeed leap to the eye as a godsent and utterly pat rounding-off, and pointing of that account of the dangers in the East, the slow progress on the home front and the happy augury from the West. I chalk it up as a record in aptness of quotation. How not? I had chosen it myself only a week or two back!

THEY WILL HAVE ARRIVED IN BRITAIN BY NOW: This fine picture was taken at the Lockheed airfield at Burbank in California: it shows 18 Hudson bombers being marshalled for a mass flight to El Paso and Dallas, to be shipped to Britain. These planes represent two million dollars, and are part of the big shipments which are now coming in a steady flow—soon to become an "avalanche," as Colonel Knox and other prominent Americans have promised

Generosity and Vitriol.—The war of 1914-18 was bitter and beastly. It was less bitter and beastly than the present war for two main reasons. There was less poison propaganda, and the weapons of destruction aimed at civilians were less formidable and effective. What I often noticed in the late war was the paradox that nearly all the vitriol came from those at the back, and nearly all the generosity from the combatants in the trenches. British, French and German soldiers, engaged on killing each other, seldom failed to applaud the courage shown by their enemy, and, within the limits imposed by modern war, constantly revealed the brotherhood of chivalry. One sometimes felt it was a picture of jackals hounding on the lions to do their work for them. There is no "behind the front" in this war, and in that sad fact one sometimes hoped that good might blossom. Even in the stark horror and hate of this war, the front-line troops on either side quite often show still the brotherhood of men-at-arms in opposing camps. The Nazis even can and do praise our brave and effective strokes, and we do the same by theirs. In prison camps and in the acts of surrender, humanity and chivalry break out on either side. In that fact there lies hope for the future of civilisation. But there is less evidence of good blossoming from the ground-fact that there is no "back-of-the-front" in this war. The vitriol-tap is kept on at full blast and the jackal war never dies down. We understand it is necessary—to impress neutrals and to key up nationals. We are not convinced—always or all of us.

The Chair of History.—I met a friend whom this war has aged. It is his job to accompany his chief on a speech-making tour among the many units of his command. His chief has one speech. It is composed of moral saws and stuffed with chestnuts and served up with a sauce of eye-wash—and this poor wretch told me he had already heard it twenty times. No wonder he is broken in the wars. I myself heard it once. Among the inner ring of Hitler's gang, there is probably one man who has been in attendance during most of Hitler's speeches to the nation over the past two years. If so, the experience must have marked him, if it has also made him, an expert in modern German history (Hitler's version). I can conceive no greater affliction. Apart from the chestnuts and the eye-wash, Hitler has a horrible, grating voice, and his delivery is governed by the nastiest of all kinds of hysterical egotism. A dictator may, while the going is good, trail clouds of glory, but to become an arch-bore is an inglorious role for any man, high or humble; for sooner or later even the club bore attains to guilty knowledge and knows himself for what he is, albeit his disease is too far advanced to enable him to cure himself. It is a measure of the apathy of the German people that they have so long endured this tyranny of egotism without showing signs of obvious revolt and distaste. The dinner-bell of the Reich has had a long run under remarkably favourable conditions for any sort of bore—an audience mesmerised, galvanised and chained to their seats. If repetition can achieve the results which advertisers claim for it, the people of the Reich should be well up in modern German and Nazi history. One word more—that invasion of England. I still find it hard to believe in it. But Hitler knows better than I do the *pros* and *cons* of the attempt. If he means to try it and to risk a million German lives, why should he tell *us* of his intention? If he does not mean to try it, why should he tell the German people to expect it? I can only find one answer to that. He must take a heavy risk with his own reputation in order to keep as many troops in England as possible during the coming months, and to prevent our reinforcing with ships and planes the Mediterranean theatres of war. I think his latest speech gives us a hint of his next moves, but not as a result of his much-advertised promise to invade Britain. I could not read any such definite promise in his speech as reported. He clearly referred to attempts by Britain to invade Nazi-held territory, but rather skated over the converse proposition. On the whole, I think that view, if correct, lends more significance to the platitudes and bombast of his latest speech.

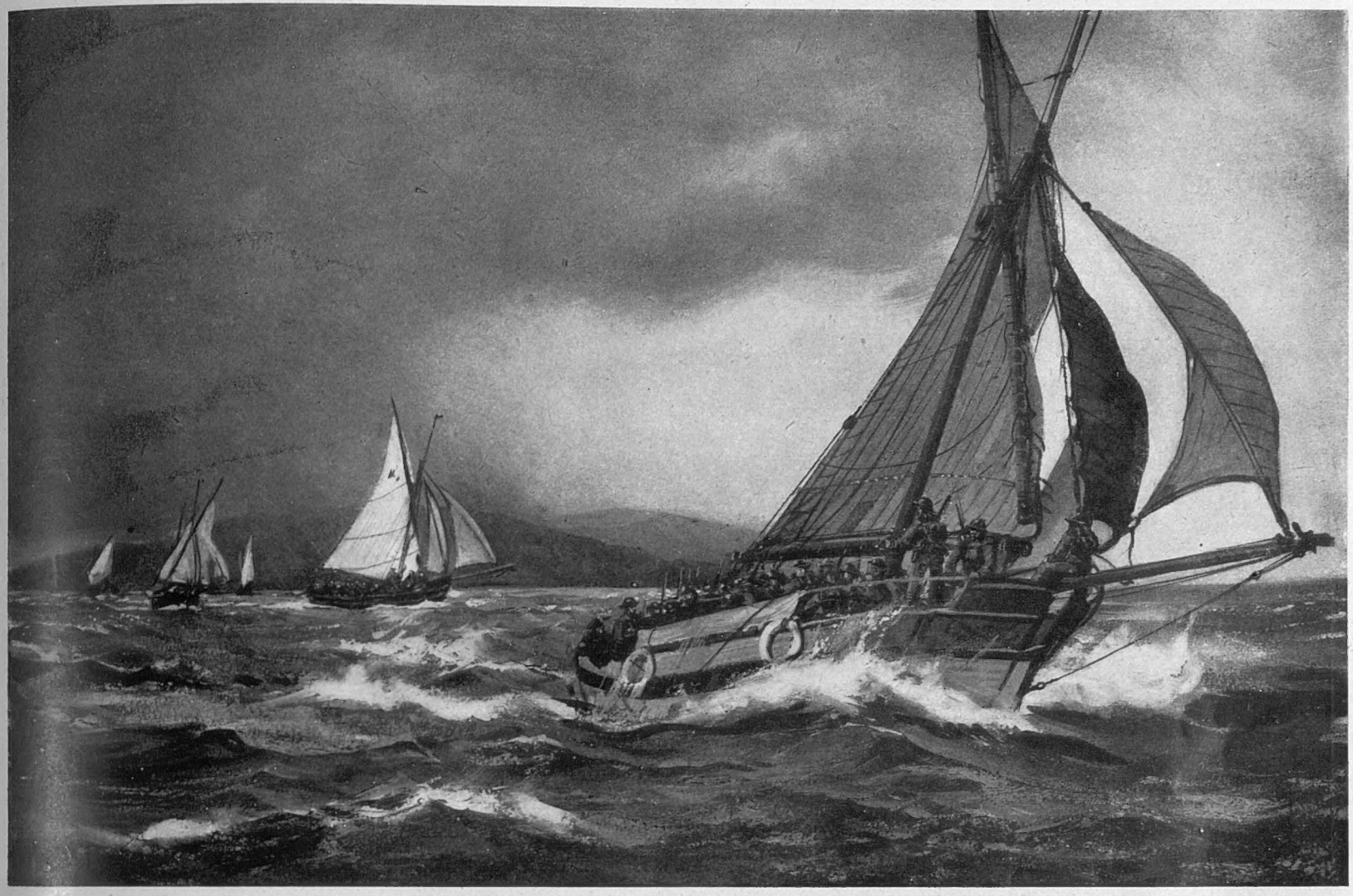
It Has Struck a Few . . .—An honest thought seems to have struck a few people—a Pope, a Bishop, Bernard Shaw, Gilbert Murray, and one Old Stager—that in the present white-heat of fury and hate, the night-bombing vendetta has entered a new phase. For that phase there may be justification, because we are literally at grips for sheer survival. The change is not yet widely observed. Whereas up to March 1941, we spoke of night-bombing as a painful, hideous feature of modern war, forced on us by the enemy and carefully directed by us at purely military targets, now, in May 1941, it is the vendetta element—the slogging or battering march—which we stress. We put up our historical monuments and works of art against the enemy's; we back our women and children to stick the killing and maiming longer than the Nazi women and children. We shall give them three bombs for every one they have given us, and they will be bigger and brighter bombs. It is this change—this phase—which Posterity (as I have said), seeing things more coolly and through a totally different atmosphere to ours to-day, may puzzle over and possibly condemn, perhaps unjustly. That is the honest thought that has suddenly struck a very few, who, if they express it in words, risk being called defeatists or cowards. For freedom of speech (for which we are fighting) is in truth a somewhat loose and visionary ideal.

Gardens Again.—Now once again the private gardens of England are opening their gates to the public in aid of the County Nursing Associations and the Queen's Institute of District Nursing. I know you cannot range far afield, but there are lovely gardens at your very door and the cause was never so urgent. What matter if onions grow where once were delphiniums, and lettuces and the useful carrot where once bloomed broad ribbons of tulips and hyacinths? What matter if the bowling-green is drilled for a potato crop? The setting remains, and the flowering shrubs and trees, the friendliness and the memories of past peace and beauty. You must not fail to support this noble cause and to key up your own war effort by the best available means of refreshing your mind. Write for the lists of openings to the Q.I.D.N. at 57, Lower Belgrave Street, S.W., or to your local County Organiser, and see which gardens you can compass. Greatly daring, we are opening this year again on the same day as last year, when a notable number of SPHERE readers came long distances to see our humble pageant of cherries and maples and azaleas. This year they should not be less lovely.

THE OLD STAGER

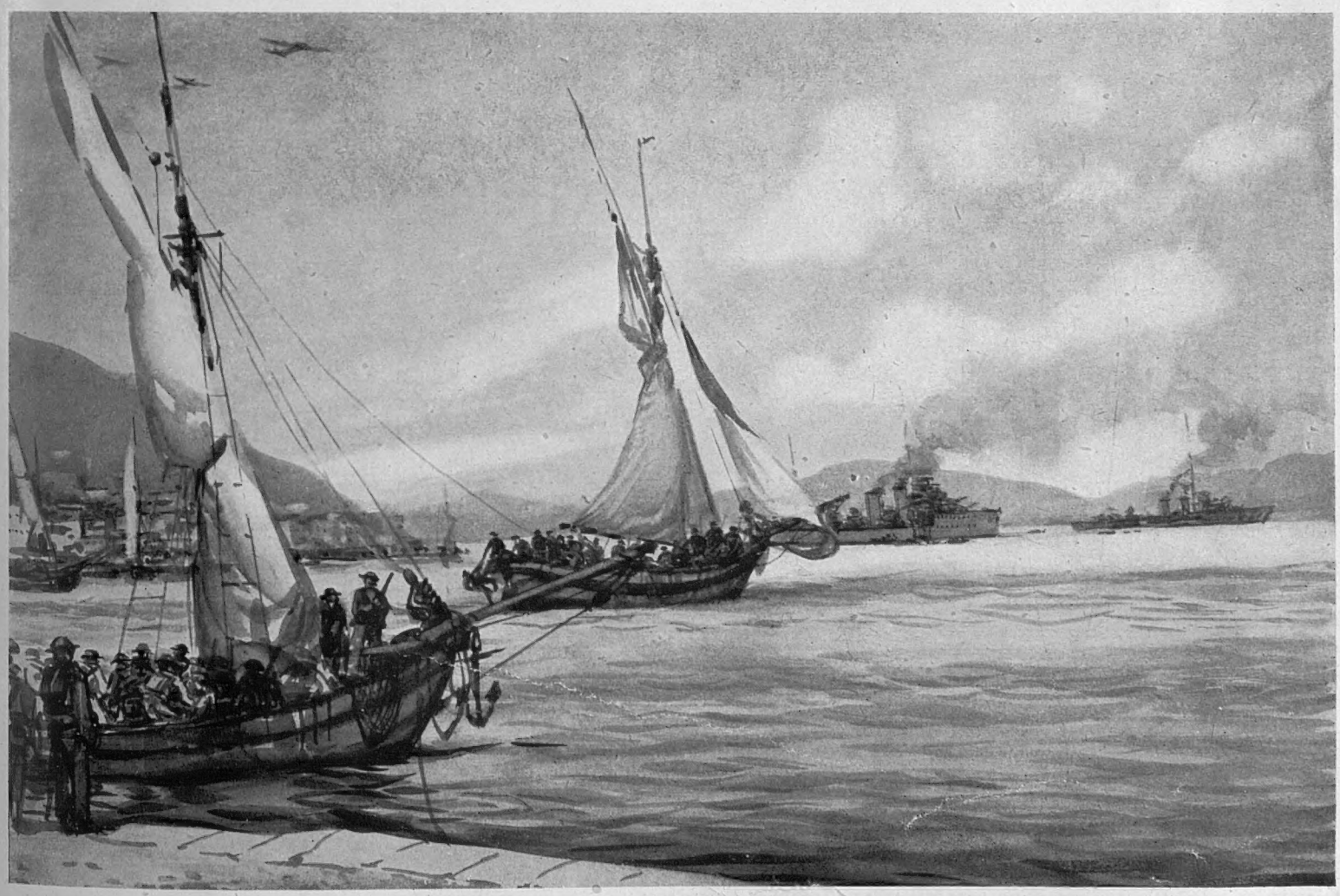
THE BRITISH ARMY LEAVE THE GREEK MAINLAND

A Successful Operation Rendered Inevitable by the Overwhelming Weight of the German Mechanised Forces



THE FIRST METHOD OF GETTING AWAY FROM THE S.E. PORTS OF GREECE WAS BY GREEK FISHING-BOAT

When the evacuation of the British Imperial Force in Greece began, news was anxiously awaited, but the only information on the first two days came from Mr. Fraser, Prime Minister of New Zealand, who said that the operation was beginning successfully and that the first of the men were getting away in Greek fishing-boats. Later news showed that these craft came from the fishing ports of Raphtis and Raphina, on the Greek coast east of Athens. A motor road traverses the centre of the district, but the little ports themselves are linked up only by secondary roads and foot-paths by the shore. Down these roads came the marching and motorised columns. The first arrivals got away in fishing-boats while the weather was still uncertain, and they were probably well away by the time the German dive-bombers arrived on the scene

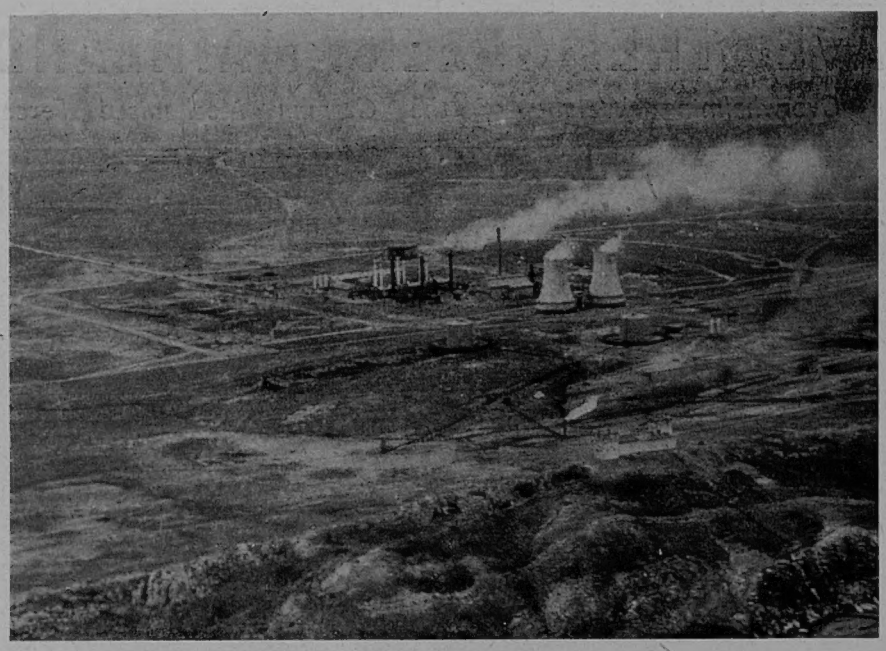


THE NAVY ARRIVES WITH TRANSPORTS TO COMPLETE THE EVACUATION FROM THE EUBOEA AREA—*Drawings by Montague Dawson*

On April 24-25, when the evacuation began in bigger numbers, the anti-aircraft cruiser *Calcutta* with transports began to take on board thousands of men from the quaysides of Rapthis. Boats of all kinds were employed as ferries. The naval vessels had to move to Nauplia, but returned to Rapthis and Raphina a few miles to the north. From these two ports, on April 26-27, a further 3,500 men were embarked and conveyed to a rendezvous; the Germans meanwhile being beaten off by the hot fire from the guns of the *Calcutta* and the *Coventry*

The STRUGGLE for the IRAQ OIL-FIELDS

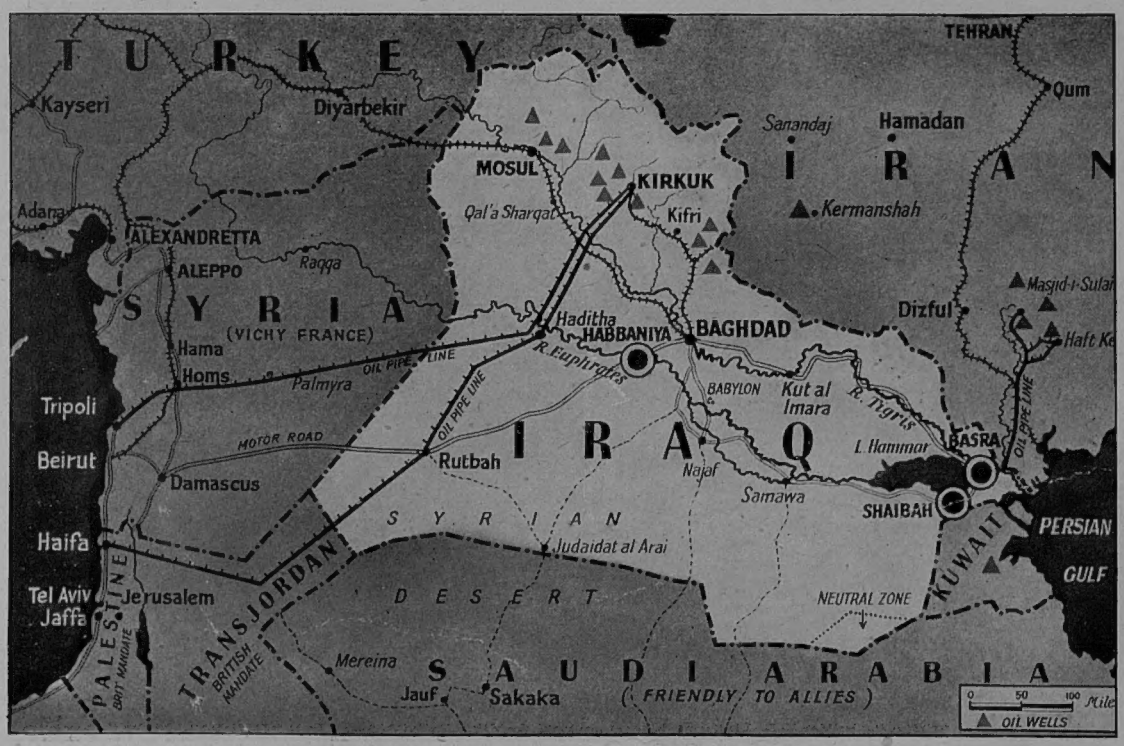
The Conflict Brought About by German Machinations in the Middle East



WHERE THE PIPE-LINE FROM KIRKUK TO HAIFA BEGINS : Formerly there were two lines—one to Haifa, in Palestine, the other to Tripoli, in French Syria. The latter was cut at the beginning of the war ; but the former still functions, reaching the Mediterranean by way of Rutbah

THE SECOND BIG OIL-PRODUCING CENTRE, MOSUL : This oil-field lies to the north-west of Kirkuk, about 100 miles away. The river in this picture is the Tigris, which flows down to Basra ; and the bridge is the first steel bridge to be built across it

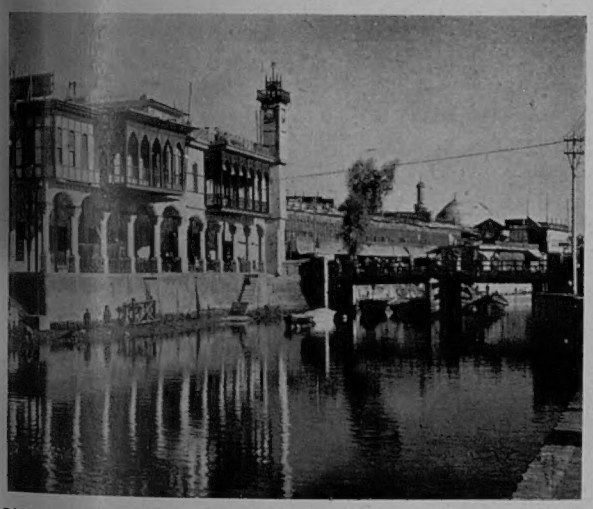
THE IRAQ PIPE-LINE, BY WHICH THE OIL IS BROUGHT DOWN TO HAIFA : For hundreds of miles from Kirkuk runs this steel line, connecting oil-well to ocean : it runs in a straight line across the flat desert, and is under constant surveillance by guards. Marking the pipe-line are the telegraph-posts which have been erected by its side. At this point the line crosses an ancient, disused canal across the desert. It is not unlikely that the line to Haifa has been severed at Rutbah, which is reported to have been taken over by Iraqi troops as there was no British garrison there to resist Rashid Ali's troops



THE STATE OF IRAQ, AND THE STRATEGIC IMPORTANCE OF HABBANIYA AERODROME : This is the biggest in the whole Middle East. It lies almost at the very centre of Iraq, and its strategic importance will be obvious to all. Other aerodromes are located at Shaibah, Basra and Bagdad. The Iraq Air Force—a very small one—is reported to have been wiped out as the result of immediate aggressive action by the R.A.F.

THE PIPE-LINE CROSSES A RIVER : At all important points such as this the pipe-line is under constant guard by British patrols—mainly as a check on the bands of marauding Arabs who used to delight in doing damage at such spots

HABBANIYA AERODROME—A VIEW OF THE NATIVE CANTONMENT : It is here that the Iraqi troops under the orders of Rashid Ali attempted to capture the aerodrome, the most important in Iraq. The garrison here was said to be reinforced by British troops from Basra ; and the artillery shelling the aerodrome was repeatedly bombed and silenced by patrols of the R.A.F.



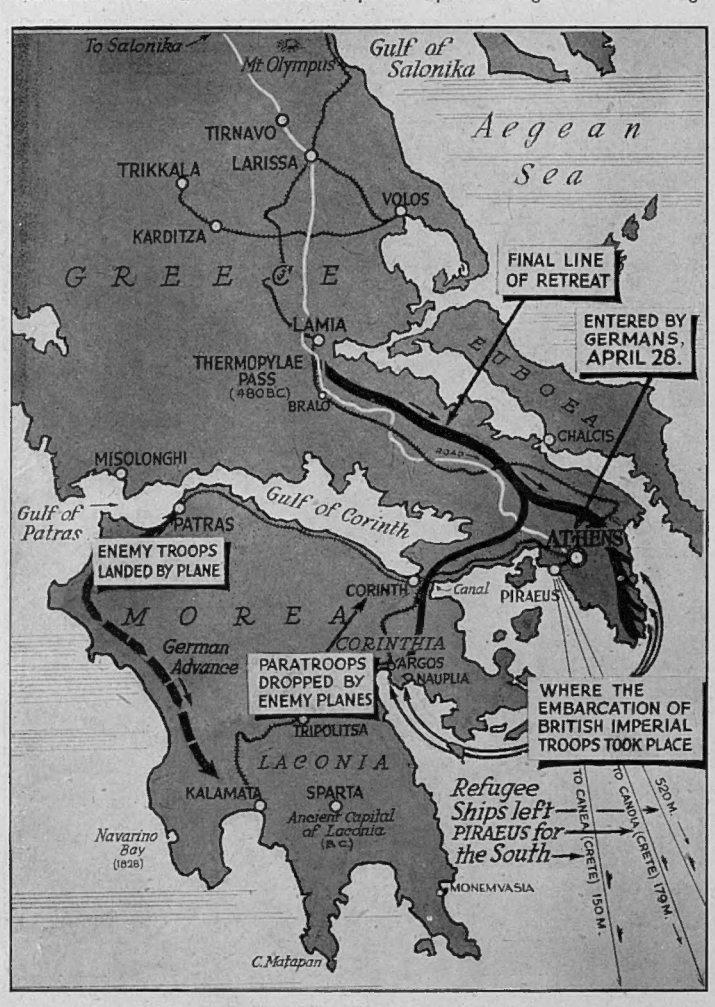
BASRA : THE ASHAR CREEK : The port of Basra (terminus of another pipe-line from the Iran oil-field of Dizful) is the base for our present military operations against Rashid Ali

THE BASRA AIRPORT ; An aerial view, above the Tigris, showing the asphalted areas of the runways, with white lines as centre markings, the main wharves, the port (downstream from the aerodrome), and the main hangar (left foreground)

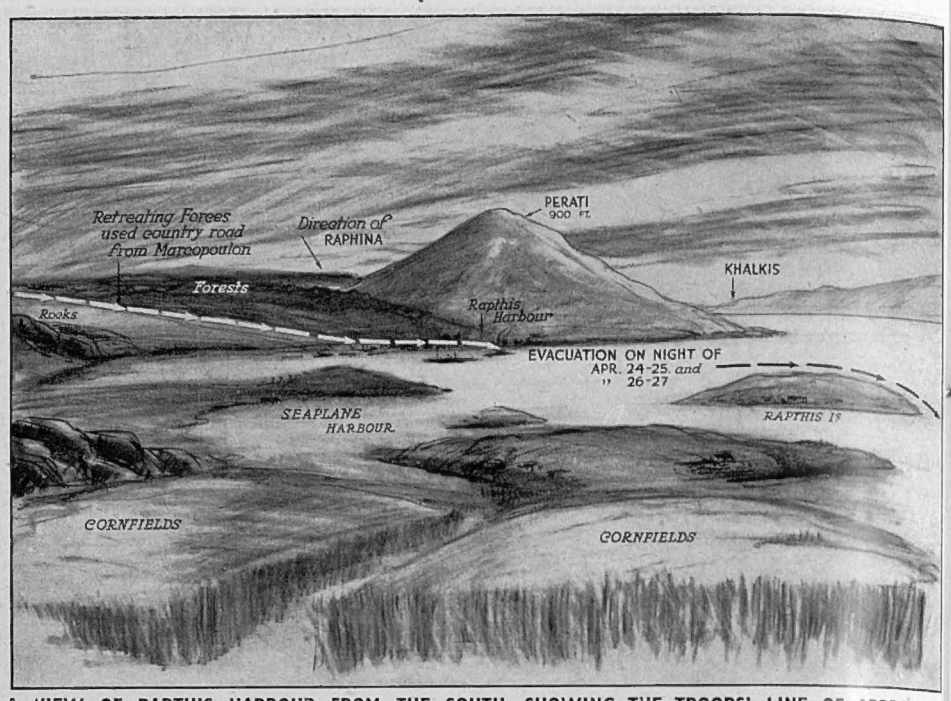
WHERE THE IRAQ PIPE-LINE ENDS AT HAIFA ON THE MEDITERRANEAN : It is to this point that the oil finally comes after passing across hundreds of miles of desert country. At Haifa there are large storage tanks, thus bringing to the Eastern Mediterranean the oil needed both in wartime and in peace. It is not unlikely that Haifa in Palestine will be one of the next points on which German strategy may be concentrated as part of the Drive to the East

How the EVACUATION from GREECE was CARRIED OUT

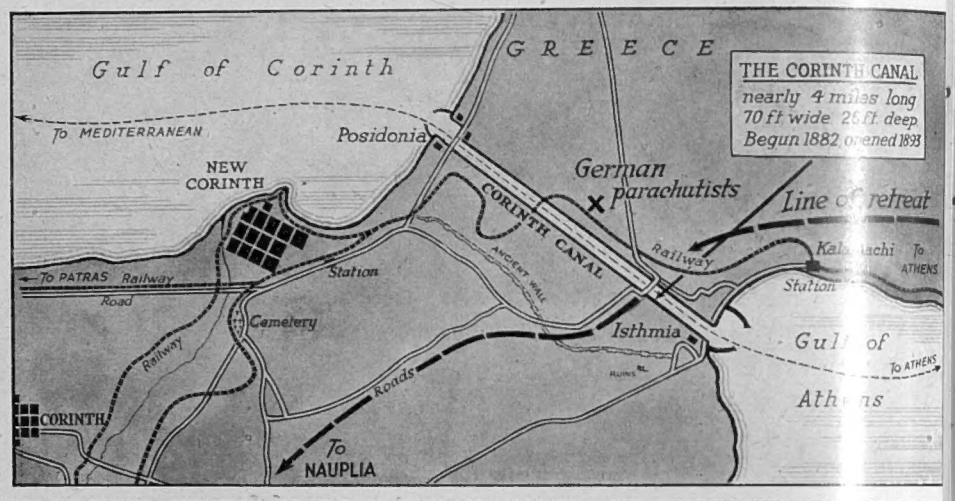
By Small Fishing Vessel and Large Transport, the British Army leave the Mainland for Crete—*Special "Sphere" diagrams and drawings*



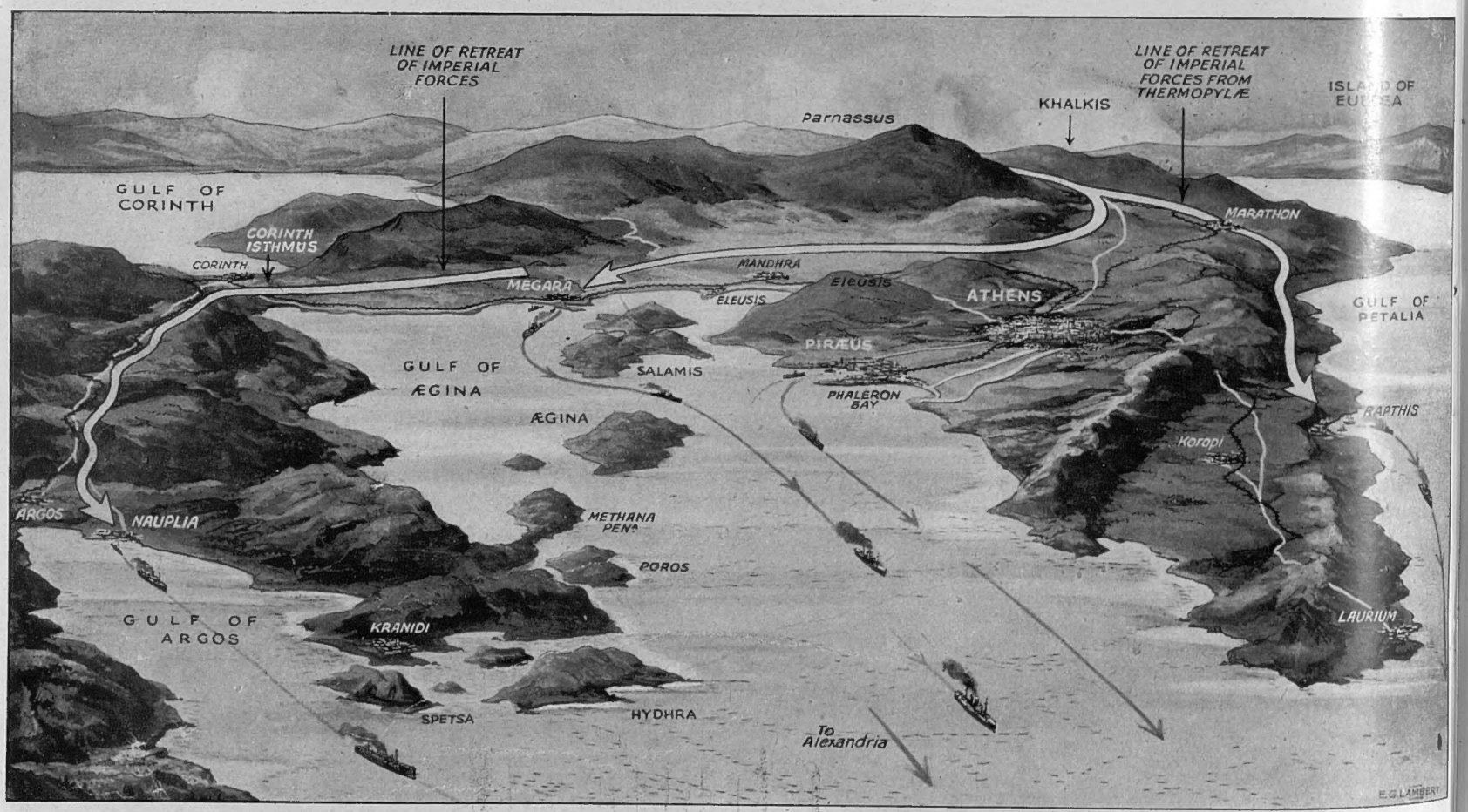
THE CHIEF POINTS OF EMBARKATION WERE FROM EAST OF ATHENS AND THE EASTERN MOREA: When the British-Imperial Force was proceeding south-eastwards from Thermopylae, arrangements for its embarkation were being pressed forward. Some of the troops debouched to the coast south of Chalcis, where there are a number of small fishing ports. Other troops proceeded southwards towards the eastern Morea by way of Corinth to the busy port of Nauplia and the smaller one at Monemvasia, at the south-eastern end of Laconia. Some boats left from the Piraeus itself in the early stages and from Megara, but Nauplia and the fishing ports remained the chief points of departure. It was at first intended that Kalamata should also be used, but this was only possible in a small degree owing to the appearance of enemy troops in this area



A VIEW OF RAPTHIS HARBOUR FROM THE SOUTH, SHOWING THE TROOPS' LINE OF APPROACH: Rapthis harbour, from which several thousands of men were successfully embarked on several nights, lies under a hill which rises 900 ft. above sea-level. A big patch of forest country stretches northward to Raphina, from which men were also evacuated. During the operations attacks from the air were continuous



AN AWKWARD SITUATION AT THE ISTHMUS OF CORINTH: THE PARACHUTISTS ON [illegible]UR FLANK: When the troops began proceeding southwards through the outskirts of Athens to Corinth, t[illegible] had to pass by one or other of the bridges over the canal. The first arrivals appear to have got through [illegible]thout trouble, but later forces encountered some opposition from the German parachute troops landed [illegible] the isthmus. The Germans had landed from 800 to 1,000 men at the isthmus, some guarding the north sid[illegible] and some the south of the canal cutting. This force was evidently not large enough to be more than [illegible] nuisance, as the thousands of men who were embarked at Nauplia testify to a safe passage of the [illegible]sthmus



A BIRD'S-EYE SURVEY OF THE REGION OF GREECE PROPER FROM WHICH THE EVACUATIONS WERE MADE *Drawn by E. G. Lambert*

From the above view, it will be seen that the retreat fanned out in two main directions, one to the south-east of Athens and the other through Megara to Corinth and Nauplia. The latter place is always a very busy port, as it has been for centuries. Civilian evacuation took place from the Piraeus, refugees proceeding by car to Phaleron Bay. The old Pericles road to the east of the main Lidtor road was used, as the last-named was crowded with military vehicles. Civilians also took the well-known Kephissia route below the hills through which the Via Sacra runs to Eleusis. A number of people who were likely to have been specially marked out for hard treatment by the Nazis got safely away by these routes to the port of the Piraeus

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

WHEN TANK MET TANK IN GREECE—THE RESULTS OF BRITISH GUNFIRE AGAINST THE GERMANS—*Drawing by Roland Davies*

Several correspondents state that the effect of British gunfire was very powerful. This applied to tank guns as well as to field artillery. Tanks were described as exploding from within like volcanoes when hit by British shells. One tank unit had to defend a small bridge against German tank attack: the crew of the British tank shown in the foreground of this picture reserved its fire to the last possible moment: when the order to fire was given the shell went through the leading tank, which blew up; it then went on to pierce the second! The bridge at this moment collapsed and the German tank column was, of course, abruptly halted

THE BATTLE OF THE PASSES

A Record of the Retreat of the British and Imperial Forces through Greece, and the Series of Rearguard Actions Fought in the Mountainous Regions—*Specially Illustrated and Described*

This narrative begins at the period of the month of April when it became evident that a retirement from the planned line stretching some 150 miles from Monastir to Mount Olympus would have to be undertaken. The first contacts between the opposing forces were of the astonishing character which marks modern vehicular warfare. British armoured cars south of Florina suddenly encountered a German column on the road, and cut their way back through 800 German infantrymen. British tanks also encountered a halted German column and drove through it and back again, shooting it up. A retreat of peasants from the north was observed on the road—with donkeys, buses, ox-carts and ramshackle cars.

April 14—

WITHDRAWAL of British-Imperial Force in a long fighting march from the Monastir Valley to south of the Vistritsa River. Parts of the road leading through the Verria Pass blown sheer off the steep mountain side. All bridges to the north blown up. Mules, horses, and donkeys bought locally to enable troops to occupy positions in the mountains.

First appearance of German Air Force in increased strength; boggy conditions in Bulgaria had apparently held them back.

The Australian soldiers express admiration of the tough fighting qualities of the Greeks on their left.

April 16—

German air activity accentuated—violent attacks against Larissa aerodrome, Volo, Trikkala, Karditza, and other key-points behind Allied line.

Greek Army reported to have extricated itself from Koritza area, and to have safely moved south, helped by bad flying conditions.

April 17—

Germans advanced from Siatista to Grevena, and thence pushed southwards to Kalabaka. They also crossed the Haliakmon (Vistritsa) River, near Servia, and established a bridgehead. German double-ended tanks began to appear after a period of silence (can go as quickly in reverse as they do ahead), followed by tanks of 35 tons. Imperial troops waited to attack until within range at which thickest armour is penetrable. Australians put up tremendous resistance at Valley of Sarandaporo, and also behind the town of Servia.

THE NATURE OF THE COUNTRY NEAR THERMOPYLAE: The precipitous slopes near the famous pass, over which the British-Imperial Forces had to fight during their withdrawal from Greece

Ten German divisions reported to be used in this area alone. Hundreds of Stukas and Messerschmitts supporting them. These divisions suffered enormous losses, but continued to attack.

Troops occupied positions on high ground on Mount Olympus massif, following goat tracks on stony ravines. Germans attempted to cross Haliakmon by boats. New Zealanders held their fire till boats were within range; laden boats upset and river filled with struggling Germans. German parachutists stated to be dropping new type of anti-tank guns.

The use of a new weapon, a 105-cm. big gun, mounted on tank tracks reported; moves under its own power. This gun used after first appearance of the Adolf Hitler Division, got up against determined opposition. Australians reported to have cut up three huge forces at Kozani from prepared positions, while machine-guns were in action across a rare piece of flat ground on which German infantry were mown down. "They went down just as they do in the movies," said one young Australian machine-gunner. Then the big 105's came up, but the British guns had already withdrawn. Rain was falling all the time, both in the valleys and high on the hillsides, from which one could see the red flashes in the deep, dark valleys. The sound of the bursting shells mingled strangely with the tinkle of the sheep-bells.

Various ruses reported to be used by the Germans in penetrating the Imperial-British lines. Some Germans dressed as Greeks filtered through.

April 18—

In the attempt to force its way into the Thessalian plain, the German infantry was reported to be advancing in solid phalanxes, four or five lines deep. Only when three of the lines had been mown down were they withdrawn. It was also stated that in attempting to rush the positions held by the Allied Forces the Germans employed massed bodies of troops, spread out on the hill-slopes at the sides

(Continued on following page)

b

The BATTLE of the PASSES *(cont.)*

of the critical passes. The gunfire of the British forces reported to be more than holding its own against the German tanks. Guns and personnel both reported to be superior to the German. Bren guns reported to have numerous successes against dive-bombing planes in the vicinity of Larissa.

Austrian prisoners were reported to have complained of violence of Allied air attack on convoys and troops on the march.

April 19—

Greek troops made a very heavy attack on German forces at the critical point of Kalabaka, stopping the Germans and actually forcing them back for a certain distance.

April 20—

Rain and dark skies slowed down the fighting for two or three days, both on land and in the air—the mountain roads becoming more muddy and rough. The outnumbered British forces reported to be gradually moving southward. "If the British had had equal, or even half, their strength here in men and aeroplanes, there would have been a different story to tell."

The bombed mountain villages, fiercely strafed by the German air force, were finally burned by the peasants themselves. They destroyed their wheat and filled in the wells. British and Australian transport managed to withdraw without becoming disorganised, "in spite of incessant rain, chilling and depressing." Germans claimed the capture of Larissa.

April 21—

Mount Olympus area reported to be evacuated by the British before it was occupied by the Germans.

The defence of the Vale of Tempe, the eastern entrance to the Plain of Thessaly, described. The enemy attacked with shock troops, using rubber boats, armoured cars, and parachutists. Boat after boat, each with eight men, sunk in the river.

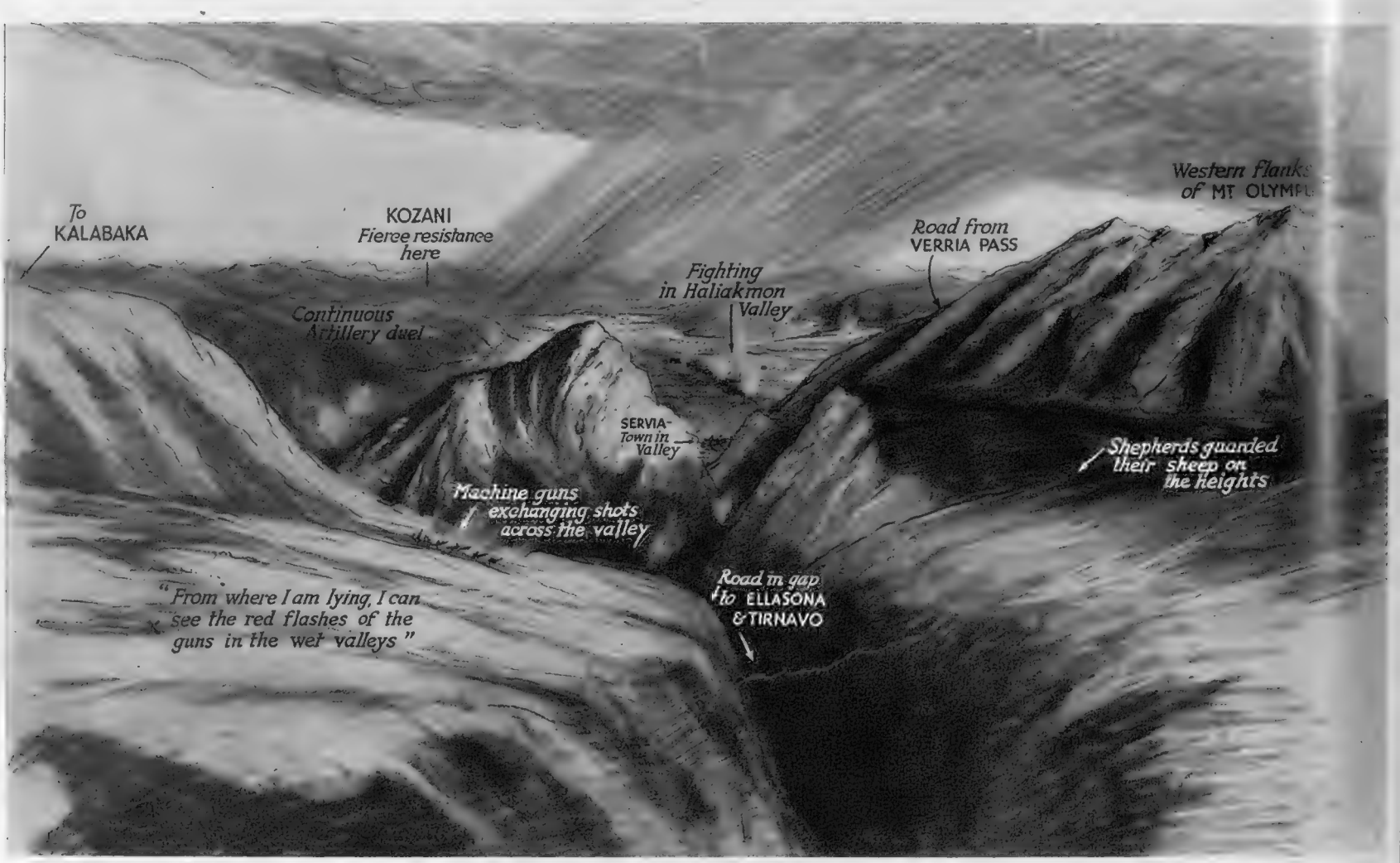
The total line held by the Allied Forces at Thermopylæ stretched from the foothills of Mount Parnassus through the district of the famous Pass towards the Island of Eubœa, which was threatened with a German landing. This had to be guarded against as far as possible, as a serious thrust here would compel the evacuation of the Pass. The line measured about 30 miles as compared with 150 miles of the original Mount Olympus line. The position was open to attack from the west, although presenting a strong face to the north. The British Imperial Forces continued to be heavily strafed from the air and many units of mechanised transport were riddled with bullets, and some blown up. Owing to the great air pressure in huge numbers exerted by the Germans, the R.A.F. had to be withdrawn, and in this later stage, the British Imperial Force had no air protection from the German dive-bombers.

April 22—

Looking down on the Plain from the Thermopylæ heights the enemy could be observed landing guns from big Junkers aeroplanes. The forces began to retire to the point of embarkation on this date, 450 troop-carrying vehicles having been observed moving towards the Anzac west flank. In spite of heavy air activity the retreat was conducted without confusion. It was arranged that the brigade holding the Bralo Pass, as the final rearguard, should retire at dusk on April 24. In this long-drawn-out rearguard action, from the Florina-Verria line down to Thermopylæ, the British Imperial Force was fighting with one mechanised brigade against three German armoured divisions, and yet succeeded in punishing the advancing enemy to an astonishing degree.

WHERE THE FIERCEST FIGHTING DURING THE RETREAT TOOK PLACE—*Drawing by L. Ashwell Wood*

It was after the British Imperial Force had extricated itself from the Kalabaka Gap—on the western flank of the general position in the Plain of Thessaly—that the Germans attempted to cross the Penelos River in order to rush Larissa. The Australians had already taken a heavy toll of the enemy as they pushed south from Kozani; they were to meet them again on the lower ground when the Germans came up against the natural obstacle of the River Penelos. The Australians were on the right bank, blocking the way to Larissa. The German troops came up in waves and attempted to ford or boat their way across the river. They were mown down in thousands before the Australians retired



WARFARE IN THE DEEP MOUNTAIN VALLEYS OF THE OLYMPUS REGION—*Drawing by Percy Home*

The mountainous character of the terrain where fighting took place to the south-west of the Olympus massif gave rise to many strange features in the fierce struggle between the opposing forces. It was possible from an elevated viewpoint to look down on a wide stretch of mountain and gorge and observe the progress of the fighting which was taking place far below. The crash of gunfire could be heard and the gun-flashes seen as the forces came in contact in one of the passes at which it was essential to hold up the enemy in order to allow the ordered retirement of our forces in accordance with plan. Here one is looking towards the Servian Pass from above the road to Ellasona. The south-western slopes of the Mt. Olympus region are on the right. There were strange mixtures of peace and war—shepherds guarding their flocks while the battle raged a short distance away

THE FATE OF MANY OF THE GERMAN TRANSPORT VEHICLES—*Drawing by L. Ashwell Wood*

Owing to the reckless pace at which the thrust into Greece was made, scores and even hundreds of vehicles became embogged in the patches of marshy ground, made more treacherous by the incessant rain. In one case, two soldiers escaping from an encounter with a small German force pursued their way southward in peasant dress given to them by some friendly Greeks. They were working their way southwards from the Kazam River and had to traverse the Haliakmon Valley. Part of this had become very boggy, and there they saw hundreds of German transport vehicles *hors de combat* in the marshy ground. The accident might have taken place in the dark; in any case, the vehicles appeared to be quite out of action

A clearer view was obtained of where the critical fighting had taken place. It was essential to hold the Kalabaka entrance while British Imperial Forces retreated through Larissa to the south. Rearguard actions at the Servian gap and at Tempe became of vital importance.

The forward thrust was challenged along several stretches of the River Peneios, which flows across the plain of Thessaly. Some of the bloodiest fighting occurred along its banks.

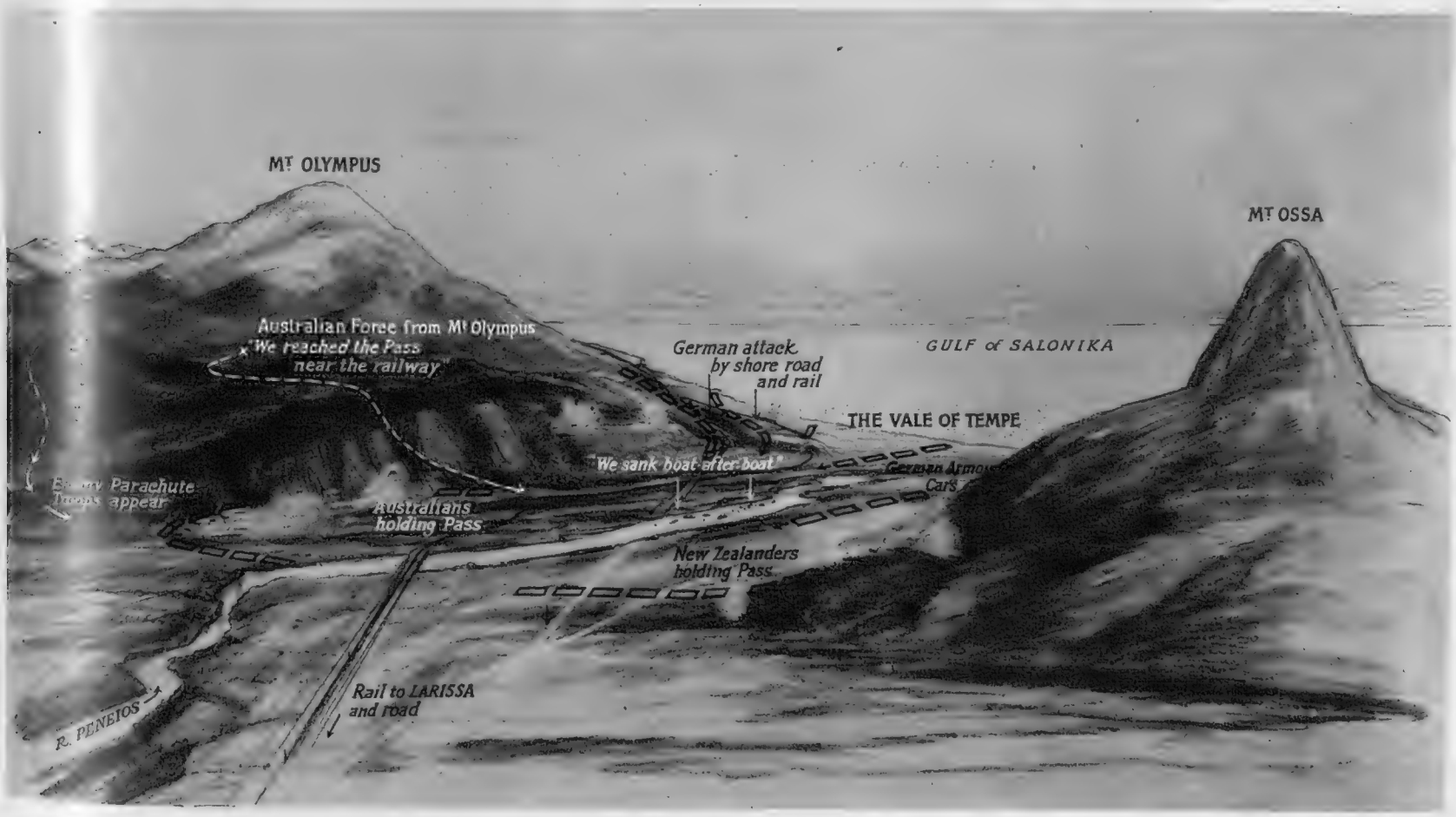
Hand-to-hand fighting occurred in the streets of Larissa, as rearguard forces threaded their way south. The town was reported to be on fire in several places.

April 23—

All the British Imperial Forces coalesced as they moved southward on the road from Larissa to Lamia. Long lines of transport were threading their way over some intervening hills. Lamia is a Greek town on the railway leading to Athens.

April 25—

The next definite stand was reported at the site of the historic Battle of the Thermopylæ Pass, now penetrated by a winding motor road and the railway to Athens. High mountainous country rises to left and right from which glimpses of the Gulf of Lamia can be obtained. A road runs due south to the small port of Itea, and another eastward close to the Gulf of Lamia. Enemy reported engagement with British troops at Molos on this last-named road.



FIGHTING OFF A BOAT ATTACK IN THE VALE OF TEMPE—*Drawing by Percy Home*

In order to allow the forces occupying part of the original Mt. Olympus line to get clear of this difficult country and into the open roads leading south through Larissa, it was necessary to block the doors leading into the plain. One of these was at the Gap of the Vale of Tempe. There the River Peneios reaches the sea through a narrow valley, through which also pass the railway from Salonika and a good motor highway. New Zealanders and Australians who came down off the mountain held this pass against determined German efforts to break through. To the south was the curious cone of Mt. Ossa—to the left of Olympus itself. Down road and rail came the advancing hordes of Germans, who also endeavoured to cross the river in boats. These—with eight men in each—were destroyed. Parachutists were also employed, and suddenly appeared on the west of the defending force, but were dispersed after a brief and bloody encounter

FIGHTING MEN WHO VANISH

Some Striking Results of Camouflage When Used in the Field

AN ARMY SNIPER AT WORK BEHIND A TREE-TRUNK : The camouflage suit worn by this soldier has been specially designed at one of the Army centres now specialising in such work. From a distance the sniper is almost invisible, so cleverly does he merge into the landscape

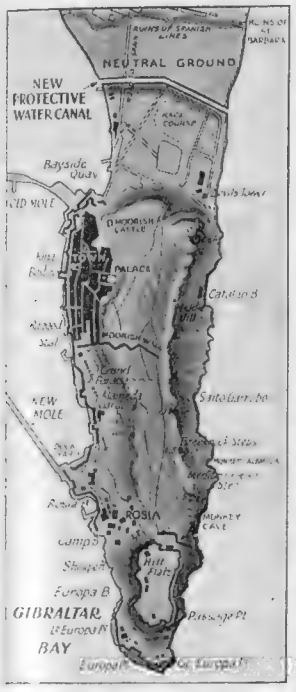
EVEN KHAKI IS NO LONGER EFFECTIVE, AS THIS PICTURE SHOWS : It is not so very long ago that—as a result of experience in the South African War—khaki was adopted for the field dress of the British Army. It was then thought that khaki would prove of value as concealing from observation parties of soldiers in the field. How far this idea is now out-dated may be gauged from the picture above. There are two soldiers here ! But only one is visible to the camera—the figure in khaki !

THIS IS NOT A TREE-STUMP OR A PILE OF ROOTS : Look closely, and not only can one see the sniper's head and hands, but also his rifle. Even in open country it would be almost impossible, from a short distance away, to pick out this superbly camouflaged figure

THIS IS A SOLDIER ON OBSERVATION—ALTHOUGH YOU CAN'T READILY SEE HIM ! His "suit" has been specially thought out for just such work as this. Against a background of trees or foliage it would take a very quick eye to detect him

FIELD-MARSHAL LORD GORT, who has been appointed Governor and Commander-in-Chief at Gibraltar

THE NEW CANAL AT GIBRALTAR



WHERE THE CANAL HAS BEEN BUILT: at the edge of the neutral territory between Spain and Gibraltar

FOR THE PROTECTION OF GIBRALTAR FROM THE LANDWARD SIDE: The new water trench, which has converted the peninsula of Gibraltar into an island, and which is spanned by only one road

Some months ago statements were being made in Swiss newspapers to the effect that Gibraltar had been converted from a peninsula into an island, by the construction of a huge ditch running right across the narrow neck of land connecting the Rock with the mainland. It is now confirmed that such a canal has, in fact, been built—although official circles in London have nothing to say about this work. The canal is 20 ft. in width and runs in a straight line just in front of the racecourse (now used as an airfield): only one road crosses the canal; and that could easily be destroyed if found necessary. It has been stated that this work has been carried out by Canadians, who have also been responsible for excavations under the Rock itself. Since 1704 Gibraltar has been a British possession, and a hinge of our strategy in the Mediterranean. Up to the present it has successfully withstood all attempts to subdue it: it is certain to put up a stiff resistance in the case of attack by the Nazis. There are sufficient supplies at Gibraltar to withstand a siege for two years without re-victualling

JUST BEYOND THE AERODROME LIES THE NEUTRAL TERRITORY, WITH THE SPANISH TOWN OF LA LINEA IN THE BACKGROUND: The new canal has been cut along the boundary of the aerodrome (midway in the above picture). It has a width of 20 ft.

PREPARING FOR WAR AT GIBRALTAR: This picture was taken in the summer of 1939, before war had been declared, but whilst the whole of Europe was filled with rumours of its coming. It shows civilians at work on an air-raid shelter intended for the use of the inhabitants of Gibraltar. Built out of the rock itself, this shelter was planned to accommodate at least 400 people. Since 1939, however, very many other defensive works have been completed around and beneath the Rock

STRENGTHENING the SHIPS of the LINE

The New British Battleship H.M.S. "Prince of Wales," Now in Commission

H.M.S. "REVENGE," "ROYAL SOVEREIGN" AND "RAMILLIES"—THREE BATTLESHIPS LAUNCHED DURING THE LAST WAR AND NOW IN THE FIRST LINE OF THE ROYAL NAVY

THE MIGHT OF BRITAIN'S FIRST LINE OF SHIPS—THE BATTLE-CRUISER "RENOWN" (NEAREST THE CAMERA), FOLLOWED BY THE "HOOD," "VALIANT," "BARHAM," "RODNEY" AND "NELSON," WITH THEIR DECKS CLEARED FOR ACTION AND MOVING INTO POSITION—A TRULY FORMIDABLE ARRAY

THE SECOND OF BRITAIN'S NEW AND MIGHTY BATTLESHIPS, H.M.S. "PRINCE OF WALES," of 35,000 tons, which is now taking her Part in Defending the Shores of Britain—*Drawing by Montague Dawson*

IN one of his early reviews of the war the Prime Minister drew the attention of his hearers to the fact that we were fighting the naval battle with the ships of the last war. This referred especially to "the ships of the line," the great battleships, and battle-cruisers. This situation is being gradually and steadily (but also, in some cases, rapidly) altered. The long line of grey monsters which figured in the conflicts of the Great War has been materially augmented by the addition of two very fine ships, both sister battleships of immense power. First the *King George V* went into commission early this year, to be followed during April by the *Prince of Wales*. The latter is almost a complete replica of the *King George V*. Both have the same silhouette—the massive control citadel behind the main forward turrets followed by what appears to be a bridge connecting the forward citadel with a lower and smaller superstructure. This apparent bridge is really a big crane placed horizontally when at rest across the space where the seaplanes are housed. This powerful crane is of great use in many ways, besides its immediate purpose of lifting the seaplanes.

The *Prince of Wales* has a displacement of 35,000 tons, a speed of over 30 knots and an armament of ten 14-in. guns and sixteen 5·25-in. guns. There is no foreign battleship of contemporary design which approaches this type in offensive power or in completeness of armour plating, which is 16 inches in thickness at the water-line. There are still three more of this class yet to come—*The Duke of York, Jellicoe* and *Beatty*, all of the 1937 class. Presumably they, too, are nearing completion, if not already in service.

H.M.S. "BARHAM," FOLLOWED BY "MALAYA," two battleships of the Queen Elizabeth class, both of which date from the last war. The latter is stated to have chased the "Scharnhorst" and "Gneisenau" into Brest

A SCENE OFF MALTA, STRONGHOLD OF BRITAIN IN THE MEDITERRANEAN: RUNNING FOR VALETTA HARBOUR—A BRITISH DESTROYER PASSES A GOZO SAILING-BOAT, a type which dates from the time of the Knights of St. John—*Painting by Montague Dawson*

IN THIS VIEW OF THE GRAND HARBOUR, TAKEN FROM FORT RICASOLI, the town of Valetta appears on the right, with the anchorages for British naval vessels in the centre and with the districts of Fort St. Angelo, French Creek and the Gorradino Heights beyond

SITUATED in mid-Mediterranean, Malta has been subjected during recent months to heavy and concentrated bombardment from the air by Italian and German aircraft. And valiantly have the islanders withstood their ordeal. What we usually describe as "Malta" really consists of three islands—Malta, Gozo and Comino: the boats of the second named are quite distinctive from anything else in the world, even from those of Malta itself, which is only a few miles away. They conduct a large local trade in passengers, cargo and livestock. They are painted in very bright colours, but it is their marvellous design which makes them so notable in the world of boats. Their shape is quite unchanged since the days of the Knights of Malta; motors have been fitted into a few of them within the last twenty years. Many consider that their design is in direct descent from the boats used by the Phœnicians, the first inhabitants of the islands. Above water they are akin to the Arab *dhows* of East Africa and the Persian Gulf. Some British lifeboats are shaped almost exactly on the same lines below water. A typical Gozo boat is 40 ft. long by 13 ft. broad. It is 2 ft. in draught and 4 ft. 6 ins. loaded. One of these 40-ft. boats will carry 18 tons of cargo. They sail remarkably well and are very fast. In addition to the bright colours on the hull, saints and religious subjects are usually painted round the cabin. The crew number about five or six men according to the nature of the cargo handled.

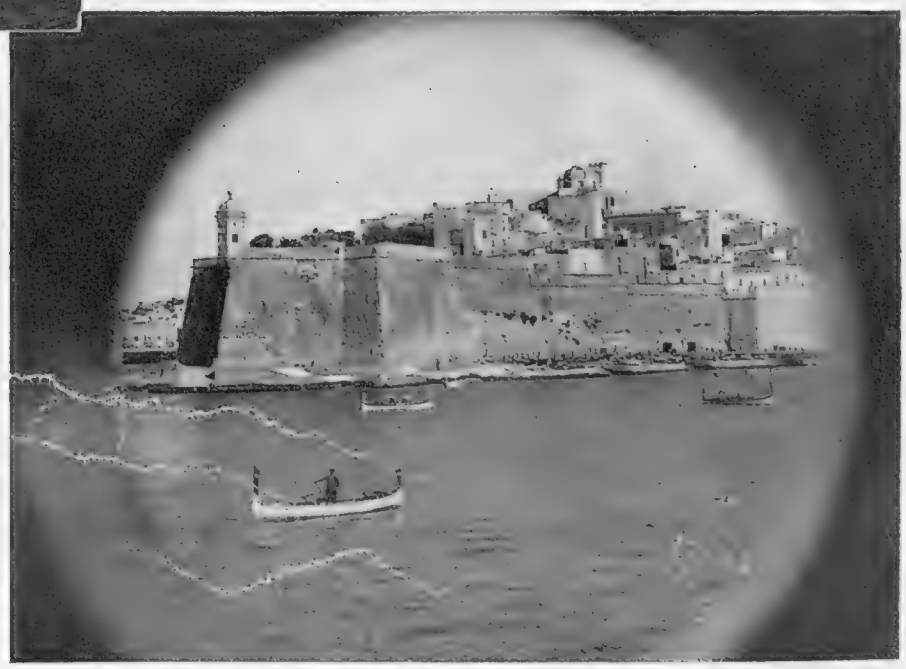
FROM THE ISLAND OF MALTA

Our Heavily Bombed Possession in the Great Inland Sea

THE ESPLANADES AND BATHING BEACH OF VALETTA: The view looking seaward from this point is highly picturesque. The old tree-lined bastions provide the citizens with pleasant promenades

A BALCONIED STAIRWAY STREET IN VALETTA: There are numbers of these thoroughfares, which take the visitor to the higher levels of the city

ONE OF THE STEEP BYWAYS OF VALETTA: These descend to the main thoroughfare, which runs along the length of the capital, by a number of steps, up and down which the famous goats of Malta trip with agility



VALETTA, SHOWING ST. ELMO POINT IN THE FOREGROUND: The buildings of the town rise picturesquely over the walls of the ancient fort; these bastions date from the second half of the sixteenth century

WHERE GERMAN AIRCRAFT WERE NOT SO SUCCESSFUL AS WAS EXPECTED: "The strafing of the roads was not as bad as it might have been"—*Drawing by Roland Davies*

Although we have all learnt to respect the efficiency of the German *Luftwaffe*, there is one feature of the recent Balkan campaign to which not enough attention has been paid. This is the inefficiency of the German aircraft in bombing roadways along which the British and Imperial Forces were retreating. There were miles of road where the craters were seldom over 50 yards from the road, yet not actually on the road. If such immunity later made it possible for the enemy's tanks to advance without elaborate detours, it also made it easier for our troops to carry out their withdrawal

THE BALKAN TRANSFORMATION

And the Factors of Mechanical Superiority which have Brought It About—in Favour of Germany

DURING THE FINAL STAGES: Greek troops, well muffled up, but with hands bare, eat their midday meal in an Albanian encampment. It was owing to conditions such as these that the Army of the Epirus was forced to surrender

WITH ALL THE WEIGHT OF THE MODERN WEAPONS OF ITALY AND GERMANY TO OPPOSE THEM, the Greeks fought back with weapons such as this out-of-date field-piece. These men were of that part of the Army which was forced back to the Epirus and there obliged to surrender

AFFAIRS in the Middle East have entered upon a critical phase. The Germans have overrun Greece, they are on the frontiers of Turkey. Most of Italian Libya is now back in the hands of the Axis Powers, and Egypt is again invaded.

Such a transformation would seem incredible in such a short time but for the extraordinary speed of modern warfare. The determined operation of aeroplanes and tanks has set a new conception of warlike strategy and has telescoped time and space just as it has enlarged the areas of operation.

Most significant of all is the part which aircraft have and have not played in the recent operations. For instance, in Greece the Germans established air superiority by sheer weight of numbers, as in France. In Libya the Germans attacked and pressed forward their advance despite our air superiority and despite the fact that we held nearly all the aerodromes.

In Yugoslavia and in Greece the Germans adopted exactly the same tactics as they did against Poland and France. The mechanised divisions were supported by hordes of dive-bombers, against which there was no adequate reply. The speed of the advance has proved that modern mechanised units can overcome geographical barriers and transport their supplies with them in the face of unmechanised opposition. German air superiority in the Balkans helped enormously in spying out the strong points of the defenders and then either by-passing them or concentrating overwhelming force against them. Without air mastery in the Balkans the campaign might have gone differently, for tanks could have been led skilfully into traps and ambushed in valleys. With air power to help them, the Germans were able to find and destroy such places in advance.

LIEUT.-GENERAL SIR THOMAS BLAMEY, Commanding the Australian forces in the Middle East, who has been appointed Deputy Commander-in-Chief for the whole Middle East, thus becoming General Wavell's deputy. Australian-born, Sir Thomas Blamey is fifty-six years of age: he served in the last war, and later was Australian Defence representative in London attached to the War Office. He was Chief Commissioner of Police in Victoria, 1925-1937, and Controller-General of the Recruiting Secretariat in 1938-39. Before going to Greece, Sir Thomas and the forces under his command took part in the drive to Benghazi

The reason for this air command in the Balkans is not far to seek. For months bases had been prepared in Rumania and Bulgaria, and large numbers of aeroplanes concentrated upon them. In reply, we were unable to spare enough fighters and bombers to counteract the force of the enemy. By taking the initiative from the start the Germans were able to render untenable most of the few aerodromes we had at our disposal and render servicing almost impossible.

In Libya the position was completely the reverse. We held nearly all the aerodromes and had a superior Air Force in opposition to the German divisions—although that Air Force had been weakened to send help to Greece. The initial mistake appears to have been that our reconnaissance aircraft did not discover the German concentration at Tripoli and the advance from there. Doubtless much of this advance was made across the desert at night. Nevertheless, the initial concentration must have been obvious.

Desert warfare is utterly different from warfare in the Balkans. The German armoured units were able to race ahead without the support of swarms of dive-bombers, and our fighters and heavier bombers could do little to stop them. The tank has shown itself to be proof against most forms of air assaults except low-level attack by aircraft armed with cannon—practically flying anti-tank guns. These we did not possess in Libya in any numbers—and once the German advance had begun, our aircraft could

WEATHER CONDITIONS IN THE BALKANS DEFINITELY HINDERED THE GERMAN AIR FORCE DURING THE WITHDRAWAL FROM GREECE—*Drawing by Roland Davies*

During the latter stages of the campaign in Greece the weather definitely played a large part. "The worst part of the war is the weather," wrote one Australian correspondent of the Anzac front. "You do not realise until you get into war what an important thing weather is. . . . Rain is hell. . . . Movement is slow, unsure and dangerous. . . ." Yet it was this very rain which saved great losses amongst our forces. During the fighting over Mount Olympus and the Thessalian plains, for days on end the ceiling was so low that the German dive-bombers were unable to pursue their favourite tactics: instead they had to fly so low that they were often within fire of our Bren gunners

do little except keep down German air units and report the progress of the marauding tanks and armoured cars. Supply columns are easy to scatter from the air, but the Germans appear to have risked much and to have rushed ahead without columns behind them, relying on their own foraging from captured towns.

Now the German advance is halted. In Libya we have strong land forces again to back our air superiority. The lessons of both the campaign in the Balkans and the episode in Libya are that air power and land power, or air power and sea power, must act together in the closest co-operation, but that in certain circumstances a powerful mechanised land force can strike through a less powerful defence, even when that defence has air superiority.

In Libya we can hope to keep a measure of air superiority and reinforce it with at least as powerful land forces as the Germans have at their disposal. In those circumstances we can hope to attack with success. The same lessons must be digested and applied to the coming campaign further East against the inevitable German attempt through Syria. Aeroplanes and tanks together, aided by warships, is the formula required for victory. The way will be hard and long, but in the long run, with the aid of America, we can look to the time when we shall be superior in numbers and in quality in each of these three essentials.

THE FINE SPIRIT OF GREEK WOMANHOOD: Their men away at the front, the women of Greece put aside their household utensils and agricultural implements, and took up picks and spades to work on the roads and keep them in good repair for the passage of Army material. It is tragic to think that the heroism and fortitude of our gallant allies—so successful against the Italians—has counted for so little against the mechanised might of Germany

Drawing by J. Patton

SUDA BAY, A VIEW LOOKING TOWARDS THE WEST : In the left foreground is the remains of an ancient fort, of a type with which the island abounds ; in the left background is Mount Malava (2,045 ft.) ; beyond, marked by the cluster of shipping, is the old Dockyard and anchorage ; Cape Spada lies in the middle background ; whilst the Maleka Peninsula is on the right

SUDA BAY, KEY HARBOUR OF CRETE

One of the Best Natural Harbours in the Eastern Mediterranean

By FRANK BOWEN

THE present state of affairs in the Near East gives greatly added importance to Suda Bay in the Island of Crete, which is something like the ideal as a temporary naval base in the Eastern Mediterranean although it has not, of course, been given the permanent fittings of a dockyard. While Greece was scrupulously maintaining her neutrality we regarded it with equal scruple and no effort was made to utilise the facilities of the Bay, although they would have been exceedingly useful from the time Italy entered the war on account of its proximity to the Dodecanese Islands. When Italy, and later Germany, gratuitously attacked Greece the British Navy was, of course, made very welcome to Suda Bay and its natural advantages have been greatly appreciated by us.

Under the Treaty of Berlin of 1878, which concluded the Russo-Turkish War, Britain would have been equally welcome to Crete or Cyprus, but chose the latter on account of the large Greek population in Crete which would, it was hoped, go back to Greece by amicable agreement. The Navy would have preferred Crete on account of Suda Bay, one of the best natural harbours in the Eastern Mediterranean, while Cyprus had no good port and only Famagusta was capable of being made into even a passable artificial harbour. The politicians, however, maintained that Cyprus afforded an excellent coaling station for ships guarding the Suez Canal, and Disraeli described it to Queen Victoria as the "Key to Western Asia."

Within a very few years, however, even Cyprus was being neglected, but Suda Bay came into prominence through the Cretan troubles of 1897. The island had been taken by the Turks in 1669, but there was always a dissatisfied Christian minority, and this rising attempted to throw out the Turkish garrison and population with Greek help. An international fleet, supplied by Britain, France, Austria, Italy, Russia and Germany, assembled at Canea where a big camp was established ashore, but the ships spent most of their time at Suda Bay for the sake of its shelter, and in it were to be seen anything up to eighty men-of-war of all nations. The trouble dragged on for a considerable time, but when it was finally settled, the Bay was once again deserted.

SUDA BAY, ONE OF THE SAFEST AND MOST CAPACIOUS HARBOURS IN THE WHOLE LEVANT, WHICH MIGHT WELL SERVE AS A BASE FOR THE BRITISH FLEET IN CRETE

Suda Bay lies to the south of the peninsula of Akrotiri ; the entrance lying between Manati islet and Cape Drepano. The bay is enclosed between steep hills, with the rich plains of Canea extending beyond it to the westward. The remains of the Dockyard are situated on the south side of the harbour, about three-quarters of a mile from the head of the bay. The best anchorage is off the disused Dockyard and nearer the south shore than the north. Suda Islet, on which is a ruined fortress, is separated from the shore of the promontory by a narrow channel contracted by a reef

A VIEW OF SUDA BAY, LOOKING TOWARDS CANEA

During the late war it was used as a base by British destroyers, trawlers and mine-sweepers on anti-submarine work in the Eastern Mediterranean. A house ashore was rented as a naval club, two hard tennis courts were made by the bluejackets, and the sheltered water also afforded a base for the seaplanes of the Royal Air Force. Most of the naval force was occupied in the protection of the steady stream of troops and munitions from Egypt to Salonika, and the base was not unpopular. It includes a small British naval cemetery established at the time of the Cretan troubles ; the ground was the gift of a kindly Muslim after every Christian landowner in the neighbourhood who had been approached had demanded an exorbitant price. On a hill overlooking the bay, it has a beautiful situation, and in addition to the officers and men who died during the international occupation, it contains the graves of many casualties from the Mediterranean Fleet in peacetime.

Suda Bay is one of the finest natural harbours in the whole of the Mediterranean, an excellent anchorage completely sheltered from bad weather from all directions, and as an outpost of Egypt and cover for the Dodecanese Islands its position could scarcely be beaten. Cyprus, on the other hand, has no natural advantages at all, and although it attracted attention when Italy first adopted an aggressive attitude in 1934, and plans were started to develop it as a naval and air base, it demanded heavy expenditure and colossal work. The work on the air base started in 1936, the moving spirit being Air Chief Marshal Brooke-Popham, who has since risen to such heights, but the naval side lagged far behind.

CRETE: ISLAND OF LIBERTY

And Now the New Grecian G.H.Q.

By FERDINAND TUOHY

IF we decide to try and hang on to Crete, three principal reasons will operate: (1) it will enable the Greeks to carry on their fight for liberation from free Grecian soil; (2) it will give the Allies use of the first-rate harbour of Suda Bay, together with such air-base facilities as we have been able to organise in the past five months. This, for harassing the whole German-Italian effort in the Ægean and Dodecanese, and onwards to Syria should the Axis try to by-pass Turkey; (3) Crete can be made to serve as an advance bastion of Alexandria and Suez.

When we were able to move into Crete in November we emitted whoops of pleasure, and there is no use now in seeking to play down the island's worth. Its value in the centre of the Eastern Mediterranean is obvious. Yet this is not to say that Crete can be of the same service to us *now*, with the way the war has turned locally, as we contemplated its being when we went there in the autumn. *Then* the island came to life as a fine stepping-stone for Cunningham and Longmore in backing up any joint Balkan campaign that might develop against the Axis.

We also visualised Crete as getting us a notable move closer to Mussolini's home bases and vulnerable areas. Why, there was even talk of our bombing Rome from Crete—Rome, fear for whose glorious antiquities seems to move some people more than the thought of hundreds of their own kind buried in the ruins of English cities!

Only those who are working out our new scheme of defence covering the Middle East can pronounce one way or the other about Crete. But the island is clearly going to be no easy matter to hold, strong as are its natural defences. It will be subject to air attack from south, west, and north, and from close up at that. And the way the Germans have been leaping from island to island in the Ægean, Crete can expect into the bargain thrusts by light Axis naval forces. Only from the east and south-east — Cyprus, Haifa, Alexandria — is Crete free from attack as long as we hold the sea.

The southernmost point of Greece proper, now no doubt in Nazi hands, is sixty miles distant. The nearest island of the Italian Dodecanese group, Carpathos, is only thirty miles from Crete's most easterly cape; although the fortified base of Rhodes, sixty miles distant, offers the bigger threat. Finally, the Derna airfields, or what is left of them, lie some 200 miles to the south.

So much for the physical lie of things. But apart from the onward move to Egypt that possession of Crete would provide for Hitler, this thorough war lord has sworn to push Britain off the European continent, as an enormous gesture, and Crete is part of that continent, its most southern extremity.

Hitler will also not be keen to have King George of the Hellenes and his Government—conducted, by the way, by a Cretan, M. Tsouderos—making their stand, particularly their broadcasting stand, so close to Athens, and, moreover, in an island which the Greek people have learnt to associate with liberty ever since Venizelos, the greatest son of Crete, swung into action forty and more years ago.

The magnificent inlet of Suda is nearly eight miles deep, has an almost constant width of two miles, and attains a maximum depth of 120 fathoms. And it 's as good as land-locked, its narrow mouth being effectively closed by two islands. Not that Suda will now be any healthier for the Fleet than Malta. Still, what a prize base to lose hold of!

The defence of Crete hinges on less than half-a-dozen points. Away uppermost is the small Suda-Canea strip backed by the White Mountains. It is this north coast that is the least inaccessible. Midway, Candia will need watching. At the eastern end we shall doubtless guard Spinalonga, which has a little of Gibraltar's sheerness and commands the only other Cretan harbour meriting the name—Poros, in the Gulf of Mirabello. The entire south coast has one small port — Lutro. A treacherous coast of deep water and reefs a few yards from shore, and rocky cliffs rising for most of its long expanse, in places like towering walls. Yet we have to bear in mind other things. Could paratroops land on the Messara Plain, biggest in the island? Could E-boats or invasion craft run in on beaches like Selina? Whether or not such things are possible, we shall surely hold a dizzy height like Spahkia, one-time key position of all Crete.

And so round to the brief west coast, which is mostly steep cliff and, anyway, can be dominated from the erect island of Grabusa. Nor would it be the first time Britons stood guard on Grabusa's lonely height and in its Venetian fortifications. The Navy spent years there after Navarino. However, Crete for us *is* Suda Bay. I shall not forget my first call there. Transports used to put in, in 1917, on their way across to Alexandria from our base at Taranto—horrid, malarious Taranto. After zig-zagging over by night, our ships would lie up in Suda Bay all day and then zigzag ahead the following night to "Alex."

The Cretans were used to the English, and liked them. For eight years, until 1906, we had participated with French, Russians and Italians in a peaceful occupation, after Turkish power on the island had been liquidated. British detachments held strong points whose Venetian fortifications are said to be still serviceable. The Venetians gave Crete its most prosperous rule through nearly five centuries; harsh, but prosperous.

The Cretans may still be moved in our favour by reason of the teaching they absorbed from their own Venizelos, who would impress upon them that Crete owed the foundation of its present liberty to the Halepa Agreement forged between the British Consul and the Turks back in the '70's. Halepa is a pretty adjunct of Canea, the capital.

The people of Canea and Candia can also thank the British in the main for such increased gain as has devolved in latter times from Crete becoming a tourist port of call. The principal attraction is the excavated Palace of Knossos, near Canea, where Sir Arthur Evans laid bare a labyrinthine mass and was able to reconstruct even the plumbing system of this stronghold of the Minoan dynasty, dating back three or four thousand years B.C. Prior to Evans, two other Britons, Pashley and Spratt, were the first to reveal Crete as having been the forerunner of Ancient Greece.

When Cretan excavation was at its zenith, Clemenceau looked in locally. He was an *amateur* of such things. But what *he* found was something quite different—to wit, a young lawyer of whom he was to say on his return to Paris: "We shall all be hearing one day the name Venizelos." Clemenceau indeed heard again of the fiery Cretan, and almost came to blows with him at the Paris Peace Conference.

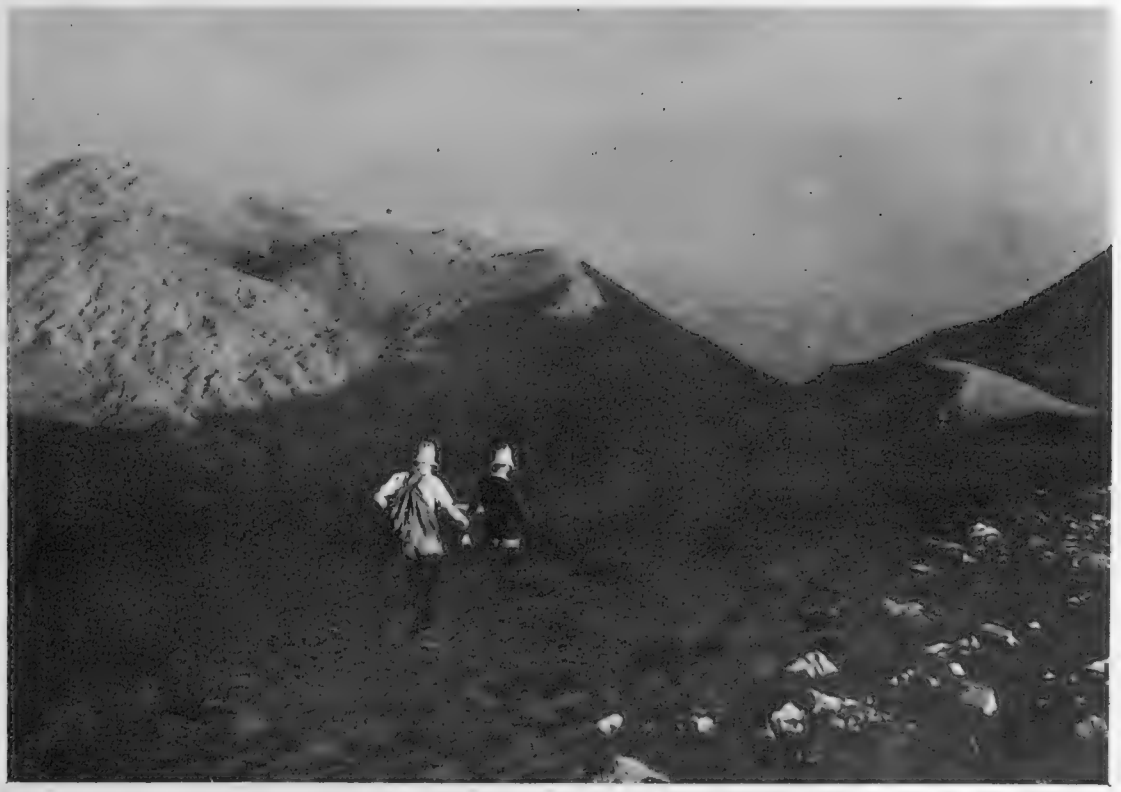
In the years before the war, people on cruises to Greece would be taken ashore at Canea for a day, having been crammed on the voyage out by distinguished scholars taken along gratis by the shipping companies: floating culture, as it were. Once ashore, cruising lovelies would bestow their admiring looks on the handsome, beautifully-garbed Cretan civil guards, rather than upon Minoan vases in the museum. The waistline of these fellows would be a special subject for comment those slimming days. They certainly knew they were handsome, and perhaps they were right to keep their own women in the background, for the contrast would have been too much.

Of sought-after "brigands," there were no more. The last had operated up at Spahkia, rocky eminence 2,000 ft. above the sea. To be a Spahkiat was in its day to be a very fine fellow indeed. Spahkiats were considered he-men, almost supermen. And we should remember that it is only forty-odd years since Christians were still massacring Muslims in Crete—I have put it the right way round, though, of course, the Muslims got their whack in when they could. A favourite practice was for them to hem Christians in caves and then suffocate them with smoke.

Yes, Crete has been rended by massacres and rebellions seemingly without end. There were ten insurrections in the nineteenth century alone. To-day, in a population of 380,000, there are not more than 30,000 Muslims left, and most of these have been wangled over by Mussolini as "Tripolitan Arab subjects." We may hear more of that.

Crete is the fourth largest Mediterranean island after Sicily, Sardinia, and Cyprus. About 160 miles long, it varies in width from 35 to 7 miles. It is something of a cross between Sicily and Corfu, greener than the first, and less exotic than the second. Crete makes one think of mountains, caves, and springs. And monasteries. There are about fifty of these, though all of them rolled into one wouldn't equal the company in one wing of Mt. Athos. The bigger Cretan monasteries contain perhaps forty or fifty monks and lay brothers. If one is trekking with mule—the best way to see the island, because real roads have still to appear in most parts—the monks provide rough board for the night.

The country in the mountainous districts resembles the Pyrenees at their eastern, Mediterranean end. The higher slopes are a desolate waste, but the valleys can be very fertile. Peculiarities are the plains of Crete, three or four thousand feet up. Snowed over or bogged for eight months in the year, they are cultivated from June to September. As a whole, the country is poor and undeveloped. Too much lies fallow, while the forests, chiefly of pine and cypress, have been neglected or just burnt. Olives and sultanas are the stand-by exports. If there 's any mining to be done, it 's still in the financing stage. Yes, Crete is still primitive enough. Instead of sheep-dogs, boys maintain order by catapulting pebbles at offending animals. It works, too.



ON THE RUGGED SLOPES OF MOUNT IDA, ON THE ISLAND OF CRETE

THE HIGHEST POINT ON THE ISLAND AND THE HOME OF ZEUS: The country on the south coast of Crete is the wildest and most inaccessible on the island, and is approached only by enormous gorges 1,000 ft. deep and not more than 10 yards wide from top to bottom. The drop from the mountain top is one of the greatest on the world's surface—twenty-three miles from the top of Mount Ida to the bottom of the sea at a point 15 miles out

HISTORIC PL

PART OF THE HARBOUR OF THE PIRÆUS, from which some refugee ships left last week. The quays and shipping of the harbour were stated in enemy communiqués to have been heavily bombed, but in spite of this, several ships containing returning correspondents, officials and notable people left the Piræus for southern ports. In peacetime the harbour, which lies to the west of Phaleron Bay, was always crowded with shipping. It is about six miles from the Greek capital; it was destroyed in the year 86 B.C. and was not rebuilt until the 19th century

PATRAS ON THE MOREA, where G
points the German Army employ
the opposing lines. A notable ca
picturesque feature of the town

"THE SWASTIKA NOW FLIES OVER THE PARTHENON." Such was the boast of the enemy communiqué put out after the first mechanised forces had entered the Greek capital. It is uncertain whether this phrase was meant to be taken in a literal sense, for there is no place on the Parthenon structure from which a flag could be legitimately flown. The above picture shows the historic Temple of Pallas Athenæ in its now restored condition

PHALERON BAY AT THE PIRÆU
lies to the east of the busy port.
rise row after row

LOOKING DOWN STADIUM STREET, ATHENS : One of the main thoroughfares of the city, Stadium Street was a busy shopping and office centre of the modern city of Athens, which occupies the flat ground to the north of the famous Acropolis Rock. This is the city which the Germans and Italians would have bombed, had not the British Government declared its intention of bombing Rome in return were this most historic spot damaged. The street seen above was, during the evacuation of our forces, thronged with citizens offering parting greetings to the English troops and officials compelled to withdraw. Flowers were thrown to the occupants of cars departing for the quayside

ISLETS OFF THE MAIN ISLAND O
week. The beautiful island of Cor
by Italian planes, had a regretta
for German aid the islanders wo
above picture is the beautiful islet

ICES OCCUPIED BY THE ENEMY

man troops were landed from troop-carrying planes. At several troop-carrying planes in order to land small forces in the rear of occurred at Patras, a port on the northern coast of Morea. A the old Venetian castle which is perched high above the shore

A SCENE ON MYTILENE, reported to have been seized by the Germans. Mytilene is one of the largest of the northern islands off the Turkish coast. It guards the southern approaches to the Dardanelles, and possesses one large harbour with a few small towns and villages dotted round its coasts. This is the island which figured largely in the history of ancient Greece, principally as the centre of the lyrical poets. It was formerly known as Lesbos, under which name it achieved fame as the birthplace of Sappho

which witnessed some of last week's departures. Phaleron Bay waters are used by smaller vessels, and from the quaysides there houses, largely domestic in character, as shown here

A BIRD'S-EYE VIEW, showing islands seized by the Germans in the North Ægean. Of the islands occupied by German forces operating from Eastern Greece, Thasos lies nearest to that country, being only a few miles to the south of the port of Kavalla. Samothrace lies to the south-west of Dedeagatch, the most eastern port of Greece. Germany was reported to be seizing other islands in this area, all doubtless with the object of controlling the entrance to the Dardanelles

CORFU, entered by Italian forces after the German victory of last which had pluckily stood up against wholly unnecessary bombing experience last week when Italian forces landed on the island. But never have had to suffer this indignity. In the foreground of the Pontekonisi : it is linked by tradition with the visit of Ulysses

THE QUAYSIDE OF KOTOR (CATTARO), from which it was hoped to embark the British Minister to Yugoslavia. This view shows the scene of the remarkable attempt by the submarine *Regent* (Lieut.-Com. P. J. H. Bartlett, R.N.) to rescue Mr. Ronald Campbell, British Minister at Belgrade. The submarine threaded its way through minefields right up to Kotor itself. A British officer was landed at the quay, shown on the left, and an attempt to discover Mr. Campbell was made. Nine hours later two Italian dive-bombers began attacking the submarine, which was obliged to leave—with an Italian Staff officer still on board

A PLEASANT TIME FOR THE INTERNEES AT DOUGLAS—

AFTER BEING TAKEN FOR A PLEASANT MARCH ALONG THE SEAFRONT, THE INTERNEES ON THE ISLE OF MAN RETURN TO THEIR PLEASANT CAMP AT DOUGLAS: MILITARY OFFICIALS CHECK THEIR NUMBERS AS THE MEN PASS THROUGH BARRICADES

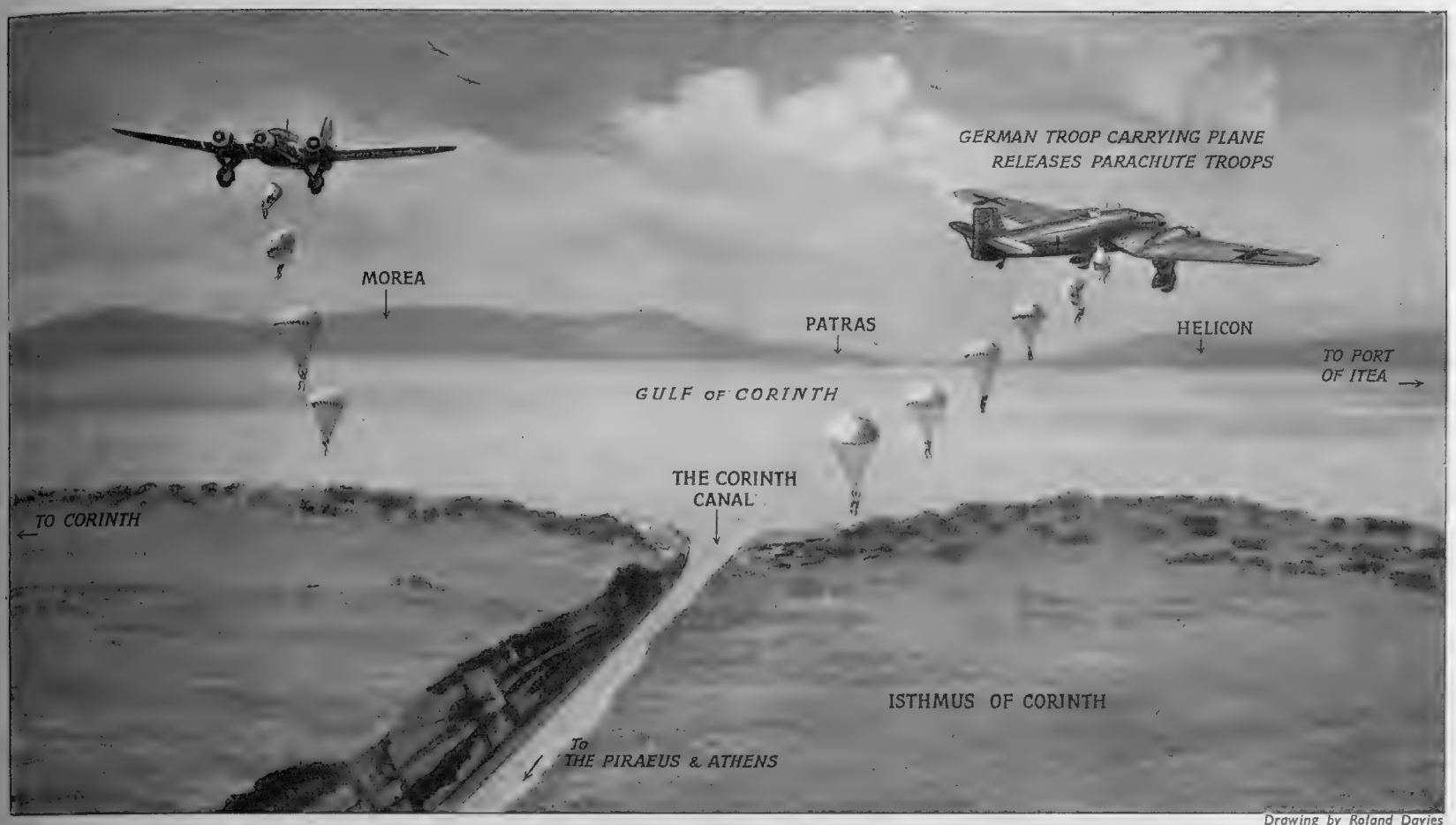
ONCE A WEEK, THE ENEMY ALIENS INTERNED AT DOUGLAS ARE TAKEN FOR A VISIT TO THE LOCAL CINEMA!

Known in peacetime to thousands as "Holiday Island," the Isle of Man is now a very pleasant place of internment for hundreds of enemy aliens. Along the once popular promenade now stretches barbed wire, cutting off the fine hotels and the homely boarding-houses from the sea: inside the barbed-wire area, hotels and boarding-houses have been taken over to accommodate the internees. Many of these are men of skill and learning, and there are University and Professional courses, Theatricals, Discussion groups, Libraries, and Welfare Departments: in short, every amenity apart from actual personal freedom. Once a week, the internees attend a cinema show, and proceed in long, escorted columns to see the latest films from Hollywood. The general treatment of the Isle of Man internees has recently aroused a lot of resentment amongst the Islanders

—BUT NOT SUCH A PLEASANT TIME FOR PLYMOUTH

AT PLYMOUTH, THE HEAVILY-BOMBED BRITISH CIVILIANS HAVE LITTLE TIME FOR VISITS TO THE CINEMA

Night after night the city of Plymouth has been bombed: unlike the peaceful, undisturbed slumbers of the enemy aliens on the Isle of Man, the dark hours have been rendered hideous by high explosive and incendiary. In Plymouth it is not a question of going to the cinema once a week, but of preserving the health of "blitzed" mothers and children. To this end the "Queen's Messengers"—mobile canteens given by the Queen—have been raced at night to the bombed city to bring succour to its citizens. As breakfast time comes round and its inhabitants return from the countryside where they have sheltered during the night, the canteens serve breakfast to the women and children who otherwise would be short of food



Drawing by Roland Davies

THE MOST OUTSTANDING USE OF PARACHUTE TROOPS BY THE ENEMY OCCURRED AT THE ISTHMUS OF CORINTH, WHERE THE CANAL SEVERS SPARTA FROM ATHENS: German troops dropped here by parachute proceeded to seize and hold points on the canal

The USE of PARACHUTE TROOPS in the BALKAN CAMPAIGN

PARACHUTE troops were employed by the Germans on several occasions in the course of the advance through Greece during the period April 10 to 28, but the mountain ridges and deep gorge-like valleys prevented any extensive use such as took place in Holland. Unobserved landings evidently took place on hill slopes, for when the Australians and New Zealanders were defending the Vale of Tempe gap they put up such a stiff defence that parachute troops were dropped on the west or right flank of the position—i.e., behind the defenders' gun positions. A New Zealand officer, describing the incident, says: "Seeing they could not succeed in penetrating the sector along the river, the Germans next attacked from the west, using what appeared to be parachutists. They wore grey shorts and heavy grey jackets, and carried 'Tommy' guns with terrific fire power. Our position appeared to be in danger until my captain drew a bead on the leader of the enemy with an anti-tank machine-gun. He was a six-footer. He was struck square in the chest, and went down like a ninepin. Seeing their leader disintegrate from the waist up, the rest of the attackers withdrew."

The use of parachutists was tried out quite early in the fighting, but it was not until the last stage of the defensive retreat had been reached that parachute troops were used in any decisive fashion. When the British Imperial line was about to retire southwards, the advantage of a short line of retreat to the small port of Ilea, on the Gulf of Corinth, became obvious. Whether there was a real opportunity of using this port or not, the Germans appear to have made certain of blocking the Corinth Canal. Numbers of parachute troops dropped on both sides of the canal and proceeded to occupy points commanding the entrance.

HOW A GERMAN PARACHUTE PARTY WAS EMPLOYED TO DISTRACT THE DEFENDERS IN THE VALE OF TEMPE: The view shows how they appeared over the Mount Olympus foot-hills to the west of the Australian position—*Drawing by Roland Davies*

PARACHUTISTS of the U.S.A.: A New Series of Pictures taken during Actual Operations in Georgia

BEFORE TAKING TO THE AIR: Parachute troops of the 501st Battalion of the United States Army having their kit thoroughly checked over before being emplaned at Fort Benning. The plane which is to convey them to the point of operations is seen in the background

FLYING IN FORMATION, THE THREE TROOP-CARRIERS RELEASE THEIR PARACHUTISTS: From each aircraft the men jump at the same moment, thus making sure of landing together within a limited space and ensuring a strong concentration of parachute troops at the same spot. It will be observed that the parachutes open within a very few seconds of the men leaving the aircraft: the parachutes are not opened by the men themselves, but are pulled open by a cord attached to the aircraft—thus allowing the jump to be made from as low as 300 feet

A VERITABLE CLOUD OF PARACHUTISTS DESCENDING ON ONE AND THE SAME FIELD: By landing such a great number of men as this within such a small space the attackers from the air form a strong, compact body with which to meet the attacks of the defenders on the ground. The first parachutists are already safely down, and their parachutes are slowly collapsing, whilst their reinforcements are still descending. There are nearly fifty parachutists visible in this picture!

THE SITUATION "WELL IN HAND" JUST AFTER THE LANDING: THE PARACHUTISTS GROUP THEMSELVES FOR ACTION: In little groups the men are gathering about the landing field, preparatory to opening the supply containers which house equipment and munitions. It is on the celerity of this manœuvre that the success of the whole operation depends. Whilst preparing to open the containers, these men are making use of them as shields against the enemy's fire

HAVING LANDED SUCCESSFULLY, THE MEN ASSEMBLE AS A COMPACT BODY AND PROCEED TO THEIR NEXT OBJECTIVE: The main parachute has been used up in the descent: the men still retain the breast emergency pack, however, and they have even been able to assemble their standard—borne by the leader

WHAT A PARACHUTIST LOOKS LIKE: AND THE EQUIPMENT HE WEARS: Lieut. L. N. McAlister, Assistant Adjutant of the 501st Parachute Battalion, in his jumping gear. Note especially the stout boots, reinforced at ankle and toe; and the padded leather guard for the parachutist's chin. The breast pack is for emergency use only

The pictures reproduced here all come from Fort Benning in Georgia, where the United States Army has established headquarters for the training of parachute troops. This latest development of modern warfare has been taken up seriously in the States, and the men accepted for this work undergo the most rigorous training for what is admitted to be the most rigorous task for soldiers to-day. The Parachute troops of the 501st Battalion must have been in the Army for at least a year before they can volunteer for this branch of the Service. After they have been "toughened" sufficiently by intensive training, actual jumping from aircraft begins from an altitude of about 3,000 ft.: this is then gradually reduced until the soldier is leaping from 300 ft. Coloured parachutes are used during the training for dropping machine guns and other equipment, which is gathered up by the parachutists after their landing. The picture on the right of Lieut. McAlister shows how a parachutist is equipped for action: the suit is waterproofed; on his back is the "Service" parachute used during the descent, with another, emergency, parachute strapped to his breast. The pocket just above his left knee contains a hand grenade; and disposed in other places are a pistol and other necessary objects. Strong ankles and wrists and well-padded necks are essential for parachute troops!

THE SOUTH AFRICANS IN ABYSSINIA: *Where They are Waging a Very Nice Little War of Their Own Against the Italians, who are Now in Full Retreat*

THE COMMANDER-IN-CHIEF GOES TO SEE FOR HIMSELF: GENERAL SIR ARCHIBALD WAVELL VISITS THE SOUTH AFRICAN TROOPS NEAR THE ABYSSINIAN BORDER. ON THE RIGHT IS GENERAL CUNNINGHAM, G.O.C. THE EAST AFRICAN FORCES: General Wavell is in supreme command of all the British and Imperial forces in the Middle East: just recently Sir Thomas Blamey, of the Australian Army, was appointed as his deputy. At the outset of the drive against the Italians in Abyssinia, General Wavell personally inspected various points from which the drive was to begin, and discussed plans with the Australian, South African and British commanders on the spot

HOW THE SOUTH AFRICANS BEGAN THEIR ADVANCE INTO ABYSSINIA: In four long lines the huge lorries conveying the infantry roared over the rolling grass lands into enemy territory, for the battles of Gerai and El Gumu. But, later in the advance into hostile country, the troop convoys were confronted by a barrier of dense, seemingly impenetrable bush: through this the convoys tore, led by armoured cars which cleared the route for them—an achievement which was described by a brigade commander as "an epic never before accomplished in the history of modern war."

THE CHALBI DESERT, ONE OF THE FORMIDABLE OBSTACLES THAT HAD TO BE CROSSED BY THE SOUTH AFRICAN TROOPS ON THEIR WAY TO ABYSSINIA

On left—
A SOUTH AFRICAN COMMANDER TELLS OF A VICTORY IN A BRIEF ADDRESS RECORDED BY THE MOBILE BROADCASTING UNIT

On right—
GENERAL WAVELL ALSO SENDS A MESSAGE TO SOUTH AFRICA BY RADIO

AN EXAMPLE OF THE APPALLING ROAD CONDITIONS SURMOUNTED BY THE SOUTH AFRICANS IN ABYSSINIA: This stretch is composed of lava boulders—not too good a surface for lorries laden with infantrymen! But this was only one of many different types of difficult country which had to be crossed during the advance into the heart of Abyssinia: nevertheless, the speed of the South Africans in their campaign against the Italians will long be remembered in military history. And it will not be forgotten that, working at this speed, all supplies, munitions, and replacements must be carried by the advancing forces themselves as they are throughout operating in hostile territory

The World of Books—By Vernon Fane

A SELECTIVE CHOICE OF THIS WEEK'S BOOKS

The Man Who Backs Franco; L. A. G. Strong's Irish Blarney; Fiction from a Censor

A STUDY of forty years of British foreign policy from 1900 onwards would, as Mr. Douglas Jerrold points out in his Preface to **BRITAIN AND EUROPE,** 1900-1940 (Collins. 7s. 6d.), take several large volumes. This book he describes as a short essay, and one in which it has "been necessary to generalise about policies and peoples. Such generalisations are rightly suspect, but they were necessary and appropriate to my task. Foreign policy itself must be framed on the basis of a generalised view of peoples, countries and tendencies, since there is no other practical basis available."

From his generalisations, Mr. Jerrold draws in firm outline a rigid political faith backed by trenchant and caustic argument. In his view, Great Britain got off on the wrong foot at the beginning of the century by temporising with her then established role of isolation, based on naval supremacy. He does not believe that the war of 1914 could have been prevented by a plain declaration of Great Britain's intentions before it happened. In those days he finds that our diplomacy was rightly realistic: our policy towards Italy was on the right line, though our experiences with Turkey were less happy.

A NOTABLE WAR PRISONER: A fortnight after the announcement that he had been awarded the Founder's Medal of the Royal Geographical Society, Captain P. A. Clayton, D.S.O., was reported to be a prisoner of war. Captain Clayton received the medal for his survey of the Libyan Desert and the application of his experiences to desert warfare during recent operations. In 1931 he received the Meritorious Medal for rescuing parties of Bedouins whom he found starving in the desert and fleeing from the Italians

Like Hitler, he believes that the seeds of the present conflict were sown in the Peace Treaties, with the British attitude to the League of Nations as the most dangerous step of the lot.

From then until the outbreak of the ideological war, sometimes called the Spanish Civil War, "the issue lay between those who wished to see the League as a liberalising agent, whatever the risk, in world politics, and those who wished above all for security, peace and quiet." Of the Spanish Civil War itself, Mr. Jerrold comes frankly out on the side of General Franco. The British and American Press are severely castigated for their handling of the essential features of this struggle. According to Mr. Jerrold they could not, or would not, face the alignment of France and Russia on the one hand, against Germany and Italy on the other, and were as equivocating and weak-kneed in their attitude as those who were responsible for Britain's foreign policy.

Nor does he see much hope for post-war Europe if those who seek a repetition of the experiment of the "supra-national organisation for peace and security" get their way. The reform of the League or some form of Continental Federal Union, "is the last thing that, in their present temper, the free peoples of Europe desire." He sees in that something very little different from what Hitler is offering to Europe. A Europe deprived of effective military and political independence is an "odious conception" which "affronts the conscience and insults the intelligence of free and Christian men wherever they may be."

Mr. Douglas Jerrold, it will be seen, is a vigorous traditionalist. His opponents, and they are very many, will probably add that he is a reactionary, but even they will respect the vigour and honesty of his opinions.

A man floating on his back in Killiney Bay at ten o'clock of a perfect summer's evening may be pardoned the reflection that he is fifty-seven years of age, weighs thirteen stone, is a retired Civil Servant, and wants to write the story of his life. At any rate, the scene and setting is as good as any other for the beginning of a novel.

Mr. L. A. G. Strong, as a practised novelist, is also permitted to lend a hand by identifying himself with Mr. Luke Mangan, by writing his story in the first person singular in **THE BAY** (Gollancz. 8s. 6d.). The child who was father to the man was orphaned by painful and accidental circumstances. Fortunately there was Uncle John, a large, expansive, bibulous and almost Dickensian character, to set off against the acidulous and astringent control of Aunt Edith. Then there was Uncle George, a wiser man, and a strong swimmer, but not strong enough to avoid death by drowning in trying to save two of his crew. Yet it was Ann Dunn, the placid, devoted family nurse, who finally rescued him from the clutches of Aunt Edith and who made it possible for him to learn about life from the assorted and slightly disreputable company which gathered at Martin Taafe's, the barber's. Here he meets and comes under the influence of another bibulous eccentric in the Doctor, who, with Uncle John, forms a kind of Gog and Magog chorus to the dawn of adolescence.

From then the shades of the economic prison-house begin to close round the growing boy. The Civil Service, and not a particularly dizzy grade of it, is his destiny in that direction. Nevertheless, life as lived in Dublin, for a young man of tastes acquired by early contact with Martin Taafe's cronies, could be rich and colourful. The cloying Muriel, whom he married, and her fantastically possessive parents, the poignancy of his love-affair with Mary and his subsequent achievement of a mature happiness with Kathie round off the story.

The Bay is the current Book Society's choice, and is certainly good value. It is rich in eccentrics, in unconventional scenes and surroundings; it maintains a constant play of incident and action, and never flags for a moment. It is also thoroughly and completely Irish, for no such assortment of characters and no such blend of inconsequence, poetry and emotion could come out of any other country in the world. It is, in fact, a lovely piece of blarney from beginning to end and carries about as much conviction.

VIRGIN OF ATLAS, by C. V. Usborne (Richman and Cowan. 8s. 6d.), is a romantic novel, of which one half at least will bring back to some readers nostalgic memories of the Provence of the 1920's. Valerie de Varne was half-English, and if she had not been she might not have found the opportunity to fall so desperately in love with Captain Gaston du Foucault, for the *jeunes filles* of France (and of Provincial France, at any rate) do not have much opportunity to indulge their affections outside parental control.

ENGAGED: Mr. Allan Lane and his fiancée, Miss Lettice Orr, who is the eldest daughter of Sir Charles Orr, former Governor and Commander-in-Chief of the Bahamas. Mr. Lane, son of the late John Lane, is the founder and director of Penguin Books, the popular sixpenny editions of well-known works

COUTURE AT COOKHAM: When the circumstances of war drove the firm of Geoffrey Fox out of their West End premises, Mrs. Fox and her husband decided to establish themselves in a converted garage at Cookham, Berks, taking with them most of their employees. Several of the exclusive models now being displayed in America were designed in this Berkshire village. Mrs. Fox is seen at the door of her shop with a customer

Valerie, however, was not destined to be happy in her romance, for the ubiquitous Gaston had two strong reasons for not being able to return her love on the terms in which it was offered. To a girl of spirit this was almost too much, and in a heart-rending scene she sends him away and throws his hat and stick after him.

The scene shifts to Morocco, where she goes to seek solace for her wounded spirit in surroundings so different that she could assuage her private grief in a life devoted to others. With the help of an English colonist, Owen Darcy, she becomes part of the composite and picturesque life of the village of Agadir Ghoul. Gradually she wins the confidence and respect of the villagers, fights their battles against the oppressive local overlords, and, in doing so, falls foul of the local banditti. Owen, by this time, has fallen in love with her, but the memory of her first love remains strong and steadfast. Just as peace seems about to be consolidated in her local ascendancy, Gaston reappears. The old flame flares up again, and she is prepared to enter with him into the happiness that she always desired. But an assassin's dagger strikes him down, and she dies, honoured by the villagers as "Situa Valra": the Virgin.

The author of this novel is no less a person than Vice-Admiral Usborne, who until recently was the Chief Press Censor. There is very little about Morocco, about Provincial France, or about human beings, for that matter, which the gallant Admiral does not know.

GLASS-HOUSE BABIES: "Growing" fine specimens under glass garden-cloches: Weak and ailing babies from the bombed areas of London are given oxygen in this way. The oxygen enters the cloche through a tube, the open end being covered with a blanket. The method is used in the "Bundles for Britain" Ward, at the Queen's Hospital, Hackney Road, one of London's voluntary hospitals

A STATEMENT

BY THE CHAIRMAN OF THE DUNLOP RUBBER COMPANY

"Over a wide field Dunlop serves industries essential to the country's war effort and the company will continue whole-heartedly to devote its great resources to the needs of the Nation."

George Beharrell.

DUNLOP

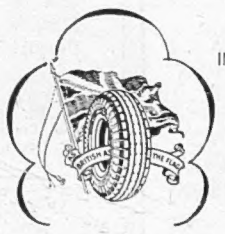
IS WORLD-WIDE IN ITS ACTIVITIES AND SERVICE

★ DUNLOP RUBBER COMPANY LIMITED

TYRES, WHEELS, RIMS AND ACCESSORIES

RAINWEAR AND SPORTSWEAR

FOOTWEAR



INDUSTRIAL AND DOMESTIC RUBBER PRODUCTS

DUNLOPILLO CUSHIONING

SPORTS GOODS

Man into Uniform

The art of making a varied assortment of men look right and feel right in uniform is one to which we have applied ourselves with some success. The high standard of our work, and the knowledge that we would at all costs maintain that standard, has attracted to our uniform workrooms cutters and fitters who were masters of their profession. Our prices are not the lowest obtainable; but they represent "value" in the best sense of that word, because they cover good material and good workmanship — hidden qualities in a new uniform, but qualities that endow it with good looks to the end of a long life.

AUSTIN REED

OF REGENT STREET

BATH, BELFAST, BIRMINGHAM, BOURNEMOUTH, EDINBURGH, GLASGOW, LEEDS, LIVERPOOL, MANCHESTER, NORWICH, NOTTINGHAM, OXFORD.

Bronco

The De Luxe Toilet Paper

IT is well known that conditions in the paper trade are difficult. This is particularly so in our case, because our Bronco Toilet Paper is so vastly superior in quality and (despite its higher price) so economical in use, that it enjoys wide distribution and a very large sale. In an endeavour to be fair to everyone, we have had to ration supplies to our Retail friends, and it is just possible that the Retailer from whom you are accustomed to buy your Bronco may be temporarily out of stock. We ask your indulgence, also, for the possible variation in shade and finish.

Approx. 700 sheets in every roll

Made only by—
THE BRITISH PATENT PERFORATED PAPER CO., LTD.,
HACKNEY WICK . . . LONDON, E.9

Smokers' 'Fur'

How to detect it—How to prevent it

Try this now. Run your tongue round your mouth—do you notice it . . . a rough woolly feeling? Smokers' fur has got a hold, and is staining your teeth. But don't worry, you can stop this fur from ruining the look of your teeth.

Dentists know smokers' fur is caused by excess acid in the mouth. Kill the acid and you shift the fur. What is the scientific way to destroy mouth acid? 12,000 dentists say 'Milk of Magnesia' brand antacid is the most effective antacid known. They recommend smokers to use the tooth-paste containing 'Milk of Magnesia'—the only tooth-paste containing it—Phillips' Dental Magnesia.

Commence fighting mouth acid to-night. Get a tube of Phillips' Dental Magnesia and clean your teeth with it each night and morning. Then you 'll feel the difference; no more morning mouth; no more stale breath. Instead you 'll have teeth which look clean, feel clean, are clean; a sweet mouth to give new zest to smoking. A mouth that will say Good morning! and mean it.

7½d., 1/1 and 1/10½d. (including Purchase Tax)
Sold everywhere.

Phillips' Dental Magnesia

★ *'Milk of Magnesia' is the trade mark of Phillips' preparation of Magnesia.*

Free as the Air in
AERTEX
Underwear

When you have finished with this journal, please remember to hand it in over the counter of your nearest Book-Collecting Post Office, unwrapped, unaddressed and unstamped, for free transmission to the men and women of our Fighting Forces.

THE BRITISH SAILORS' SOCIETY

earnestly appeals for help

to enable them to keep pace with the urgent and increasing cost of maintaining Homes and Hostels in ports all over the Empire for our Seafarers' needs

Donations welcomed by Hon. Treasurer, the Rt. Hon. Sir Frederick Sykes, P.C., 580 Commercial Road, London, E.14. Mr. Herbert E. Barker, General Secretary

Save regularly week by week

Join a Savings Group and make others join with you; or deposit your Savings in the Post Office or Trustee Savings Banks; or go to a Post Office or your Bank or Stockbroker and put your money into Savings Certificates, Defence Bonds, National War Bonds, or Savings Bonds.

ASK YOUR CHEMIST FOR FREE BOOKLET

"HYGIENE FOR WOMEN" BY NURSE DREW

RENDELLS PRODUCTS FOR FEMININE HYGIENE APPROVED BY DOCTORS

If you wish, write to NURSE DREW, VICTORIA HOUSE, SOUTHAMPTON ROW, LONDON, W.C.1.

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, MAY 10, 1941. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

In Quest of Good Hotels

By ASHLEY COURTENAY

THE primary purpose of the additional hours of daylight is, as the Government has pointed out, to permit us to get all the sunshine and fresh air we can, so far as our war work permits.

I am glad to note the increasing number of hotels which are keeping their accommodation fluid, so as to allow a greater margin of available accommodation for war workers and those on leave.

I shall always be pleased to give prominence in these columns to such hotels, for during the coming months of increased daylight-saving, there will be greater opportunities for week-end or mid-week breaks.

I am still convinced that there must be a number of experienced hoteliers —whose establishments for varying reasons are no longer available—who could with advantage take small furnished country houses, not too far from industrial areas, and open them as guest-houses or hotels (the name is immaterial) for those who need rest and change. It might not be a very profitable undertaking, but it would certainly be pleasurable and could be made to pay for itself, and I shall be pleased to put any hoteliers on the tracks of likely districts and houses, and help to fill them.

I came across one such instance last week. Travelling through Chard, which lies in Somerset, and yet is cheek by jowl with Dorset and Devon, I unearthed a private hotel, opened only some six weeks ago, by the name of Rackclose. Its sponsors are Mr. and Mrs. Arthur J. Seaward, who for a number of years have run a small, well-spoken-of hotel in Folkestone, called St. Olave's.

Here at Rackclose they are holding together goodwill and affording the opportunities for rest and respite for those who normally go to bed in the uncertain environment of an industrial town.

The house, such as I saw of it, is pleasurably furnished. Standing on a slope about a mile from the centre of Chard, it commands views of the pastoral valleys and the green hills of Devon beyond. In the front of the house is a tennis-lawn, and at the rear a large walled garden, utilitarian and ornamental. At the side is a sunken garden, a gem of peace. And as I drove out I noticed hens and cows, pigs and ducks, all unconsciously giving a helping hand on the kitchen front.

Chard is an admirable centre for such wartime enterprise. The essential shops are close by, and all the buses of three counties seemed to converge there. With comparative frequency and ease one can reach Taunton, Sidmouth, Lyme Regis, Exeter and Crewkerne, and a hundred or more fascinating villages between.

Coming from Taunton, I passed through one such, intriguing both in name and appearance—Hatch Beauchamp. And then I came to Donyatt, near Ilminster, where I spotted a clean little R.A.C. appointed inn—the George. On the wall was a notice inviting me in to coffee, but I prefer to do in Rome as Rome does, and being in "Zummerset" called for rough cider. There is nothing much to comment on but its cleanliness, and the feeling that here one could soon be made to feel at home in a simple sort of way.

From Chard there is no mistaking the road to Axminster, the railhead for that little village of Charmouth, which combines the attractions of both country and sea, but my objective was right-handed, and by following the railroad and the valley, and by reading the map and using my tongue, I wended my way with little difficulty to Sidmouth, which, as usual, was bathed in sunshine.

It would seem that all Sidmouth hotels have a waiting-list, and for the life of me I cannot understand where all those who seek single rooms ever get accommodated. Most hotels, not only in Sidmouth, but the country over, are private houses converted, and have practically no single-room accommodation, and it would appear that, with the present limitation of hotels, more and more people will have to share.

It would certainly save both hotel-keepers and hotel-seekers time if single-room applicants, who mostly hunt in couples, would recognise the wartime need for doubling-up.

One of the pleasurable features of Sidmouth hotels is their peaceful gardens, and for those who do not seek an hotel with a garden there are, additional to the large hotels, the Knowle, the Victoria and the Fortfield (all of which have exceptionally fine grounds), Cedar Shade, Redlands, Woodlands and the Royal Glen, where Queen Victoria used to play in her childhood days.

But, to revert to daylight-saving, it does mean that those who have business connections in our industrial towns can, by taking the Saturday morning off, be able to enjoy two full days of fresh air and sunshine, and go back either on Sunday night before dark, or, better still, take a tip from the birds, and make an early start on the Monday morning. I can visualise the business man in "Brum" and his family seeking respite in the Cotswolds, Shropshire and around the Malvern Hills; the Mancunian thinking in terms of Cheshire, North Wales and the Lake District; and the people of Leeds and surrounding towns wending their way along that magnificent coast road through York to Scarborough, whilst others will find accommodation at Robin Hood's Bay and Whitby.

Mr. Ashley Courtenay is always pleased to advise "Sphere" readers of hotels, both large and small, known to him personally. Letters, accompanied by a 2½d. stamp for reply, should be addressed to him, c/o the Editor, THE SPHERE, *Commonwealth House, 1, New Oxford Street, London, W.C.1. Personal and telephone inquiries, however, cannot be accepted.*

THE SHAFTESBURY HOMES AND "ARETHUSA" TRAINING SHIP

Funds are most urgently needed to enable the Society to maintain and educate the 800 boys and girls now in their care. Boys are trained for the Royal and Merchant Navies, and many are now serving their country in its hour of need. This is a good cause and worthy of your support. All gifts will be gratefully acknowledged from the Headquarters of the Society, at 164, Shaftesbury Avenue, London, W.C.2.

CONDITIONS OF SALE AND SUPPLY

This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publishers first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 1s. 3d.; and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade; or affixed to or as a part of any publication or advertising, literary or pictorial matter whatsoever.

Traditional Superiority

THE NORFOLK HOTEL, BOURNEMOUTH

Combines all the factors that one expects to find in a First Class Hotel. RESTAURANT, GRILL ROOM, MEN'S BAR, RICHMONDE LOUNGE—the Social Rendezvous of Bournemouth—with Marcel Torrent and his Orchestra. Apartments each with P.O. Telephone and most with Private Bathroom. Telephone 7272 every room.

Resident Directors: Mr. and Mrs. F. J. McInnes

CREST CROWBOROUGH 394-5 SUSSEX

From 4½ to 9 guineas a week.

Special reductions for long stays as well as special week-end rates for the Services.

PINE SCENTED DAYS

Spend them in the heart of the country, yet only 75 minutes from London. Enjoy the best of good fare in lovely surroundings. All-weather tennis court. Golf.

After London it is Paradise at

A 1st Class, fully equipped Licensed Hotel. Air Raid Shelter second to None entered from Hotel, in side of Hill, no steps, accommodate 100, fitted with electric light, fire, and well ventilated. A. H. Row (Prop.).

THE HYDRO HOTEL FALMOUTH

SPECIAL SPRING TERMS FROM 4 GNS.

Not a Prohibited Area. MIDHURST

SPREAD EAGLE HOTEL

A.D. 1430

For your leave or a restful holiday come to this historic house, where excellent food from our own farms, modern comforts and good fellowship abound, in the atmosphere of the good old times.

Telephone Nos.: Reception—Midhurst 10. Visitors—Midhurst 343. Terms from 5 guineas.

VICTORIA HOTEL A.A. R.A.C. FULLY LICENSED.

Equipped with every up-to-date convenience. Spacious Public Rooms, self-contained suites, also many Bedrooms with Private Bathroom and Toilet. Vita Glass Sun Lounge. Cocktail Bar.

FACING DUE SOUTH AND THE SEA

THE VICTORIA IS CATERING FOR PRESENT-DAY NEEDS

The amenities and Mild Climate of SIDMOUTH are well known

FOR BOOKINGS and FULL INFORMATION, WRITE RESIDENT MANAGER.

Telegrams: VICTORIA, SIDMOUTH. Telephone: SIDMOUTH 811 (2 lines).

SIDMOUTH, S. DEVON

HEADLAND HOTEL, TORQUAY

Though full at the moment it is an Hotel to make a note of should you wish to enjoy quiet luxury midst peaceful surrounds

THE MANAGEMENT WILL WELCOME YOUR ENQUIRIES.

AND HERE IS PEACE . . .

A sheltered park of 60 acres. A sun-trap 400 feet up. An hospitable and first-class hotel for Spring. London under an hour by train. Sporting golf course in the grounds.

THE SPA HOTEL ROYAL TUNBRIDGE WELLS

Write for tariff-booklet entitled "And here is peace." Telephone: Tunbridge Wells 1911

A Dual Sanctuary

Mighty oaks and beeches to shield you from the prying eyes of the Luftwaffe. Absorbent red sandstone to guard you from the Season's ills. First-class golf course at front door; fishing, hunting, shooting readily to hand. Such is

HAWKSTONE PARK HOTEL WESTON-UNDER-REDCASTLE Nr. SHREWSBURY

A fully licensed hotel for spring residence in the heart of Shropshire

Thirlestaine Hall Hotel Cheltenham

50 bedrooms. 50 bathrooms. Not a house in sight, yet within comfortable walking distance of Cheltenham's leafy promenades. An hotel which has set for itself a high standard in creature comforts, and, because of its unusual goodness, is usually full. From 25/- a day

'Phone 52732 and 52407

POSSINGWORTH PARK HOTEL, Cross-in-Hand, Sussex

An unusually fine Country House Hotel, situated amidst 400 acres of parkland and 500 ft. above sea-level. 40 bedrooms, H. & C., Central heating and log fires. Tennis, and TROUT FISHING in our 11-acre lake. Stations: Tunbridge Wells, Lewes Heathfield.

Telephone: Heathfield 278

Terms from 4½ gns.

"It's Definitely Different! The view, locality, the cooking, the bedrooms, and the personal supervision of Miss W. M. Eliott and her Partner"—so writes Ashley Courtenay.

THE WIDE SEA GUEST HOUSE, DOWNDERRY, TORPOINT, CORNWALL

We will collect you from St. Germans Station—four miles—if necessary.

HARLEYFORD MANOR, NR. MARLOW

On the banks of the River Thames. This is the place you ought to come to for a home of peace and beauty or a really restful week-end; there is no other place so lovely in the Springtime. Double rooms only available at present.

Telephones: Hurley 239 Manager; 261 Guests.

Terms: 4½ & 5½ gns. weekly, or 1 gn. daily.

DUDLEY HOTEL

Eighty up-to-date bedrooms, each with its telephone. Twenty private bathrooms and suites. Lift. Softened water. American bar and ballroom. Resident Director, F. KUNG (Swiss). *Tel.: Hove 6266.*

Lansdowne Place, HOVE, Sussex

COOMBE HOUSE HOTEL, NR. SHAFTESBURY, DORSET

Away from the atmosphere of war. Situation healthy and beautiful. Every comfort. Trains met Semley by appointment.

Tel.: Shaftesbury 130

Terms from 4 gns. for extended stay.

PEACEFUL—LUXURIOUS COMFORT—QUALITY FOOD—in the heart of England

WILLIAM & MARY HOTEL, STRATFORD-ON-AVON

A "Truly Beautiful Brochure" Free. *Tel.: Stratford-on-Avon 2575* Terms 5 to 7 Gns. per week

THE HAND HOTEL . LLANGOLLEN

COME AND ENJOY SOME SALMON AND TROUT FISHING ON THE DEE AND STAY AT ONE OF THE BEST-KNOWN AND BEST-EQUIPPED HOTELS IN NORTH WALES

We have our own stretch of salmon water. Golf, Tennis

TERMS FROM 18/- A DAY INCLUSIVE Telephone: Llangollen 3207

CLEMATIS COTTAGE HOTEL, WASHINGTON, nr. WORTHING

A haven of content and character for a week-end or longer in the fold of the Sussex Downs. Noted in particular for its cooking, and its home-made cakes, as well as for the discerning people who repeatedly stay there. Easy access to the West Sussex Golf Club at Pulborough.

Inclusive Terms from 3½ gns.

MOOR HALL HOTEL NINFIELD .. .. SUSSEX

Here 250 ft. up facing due south, with beautiful country scenery, you can leave behind all war worries and enjoy fresh eggs, milk, bacon and fresh garden produce from our own home farm and grounds. A country house with a peace-time atmosphere. Trains met Crowhurst stn.

TERMS FROM 4 GNS. TELEPHONE: NINFIELD 330

VIYELLA Service Shirts are of a quality and fit which remain cheerfully unimpaired by hard wear. And, while they are cut with room for easy movement, they are tailored with that meticulous attention to detail which their association with a uniform demands.

In Regulation Khaki, White and Air Force Blue, 17/9 (with two collars, 22/4). Viyella Service Socks, Khaki and Black, 4/1. Ties, Khaki and Black, 3/-. (Including Tax).

'Viyella' Regd. ***Service Shirts***

Obtainable from high-class hosiers and outfitters. Write for the name of your nearest supplier. William Hollins & Company Limited, Viyella House, Nottingham.

WILLIAM HOLLINS & CO. LTD. DAY & NIGHT WEAR VIYELLA HOUSE NOTTINGHAM REGISTERED TRADE MARK

HAVE your new town or country suit cut in Sportex if your tailor can lay shears on any. If he can't—and we're afraid that's probable—don't forget the name. Peace will come, and when it does, this firm-woven, snag-resisting, Scottish cloth is going to suit you fine in the well-lit city streets or far-flung country pastimes of those happy days.

SCOTLAND'S HARDEST WEARING CLOTH

A PICTORIAL RECORD OF GILBERT AND SULLIVAN OPERAS

This 48-page Souvenir, published by "The SPHERE," is ready now and deals comprehensively with the most popular of the Gilbert & Sullivan Operas. EIGHT PAGES IN FULL COLOUR, SHOWING SCENERY AND COSTUMES, WILL BE OF TREMENDOUS VALUE TO THE AMATEUR COMPANY. It will make a delightful and unusual Gift.

This Pictorial Record of Gilbert and Sullivan Opera is being produced by special arrangement with The Rupert D'Oyly Carte Opera Company

Price 3/10 per copy post free

Orders with remittance should be sent to

THE PUBLISHER, THE SPHERE
COMMONWEALTH HOUSE,
1, NEW OXFORD ST., LONDON, W.C.1

IN THE HOUSE OF COMMONS

"I must say one word about brands and trade marks. Most people desire to keep their brands and trade marks in front of the public, and I think it is interesting to see that in many instances where manufacturers are engaged in Government work they are keeping their brands in front of the public by means of advertisement. We shall give all the help we can to keeping alive these trade marks."

The Rt. Hon. Oliver Lyttelton,
President of the Board of Trade,
March 27, 1941

Issued by

THE ADVERTISING ASSOCIATION,

110-111, Fleet Street, LONDON, E.C.4

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, MAY 10, 1941. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.